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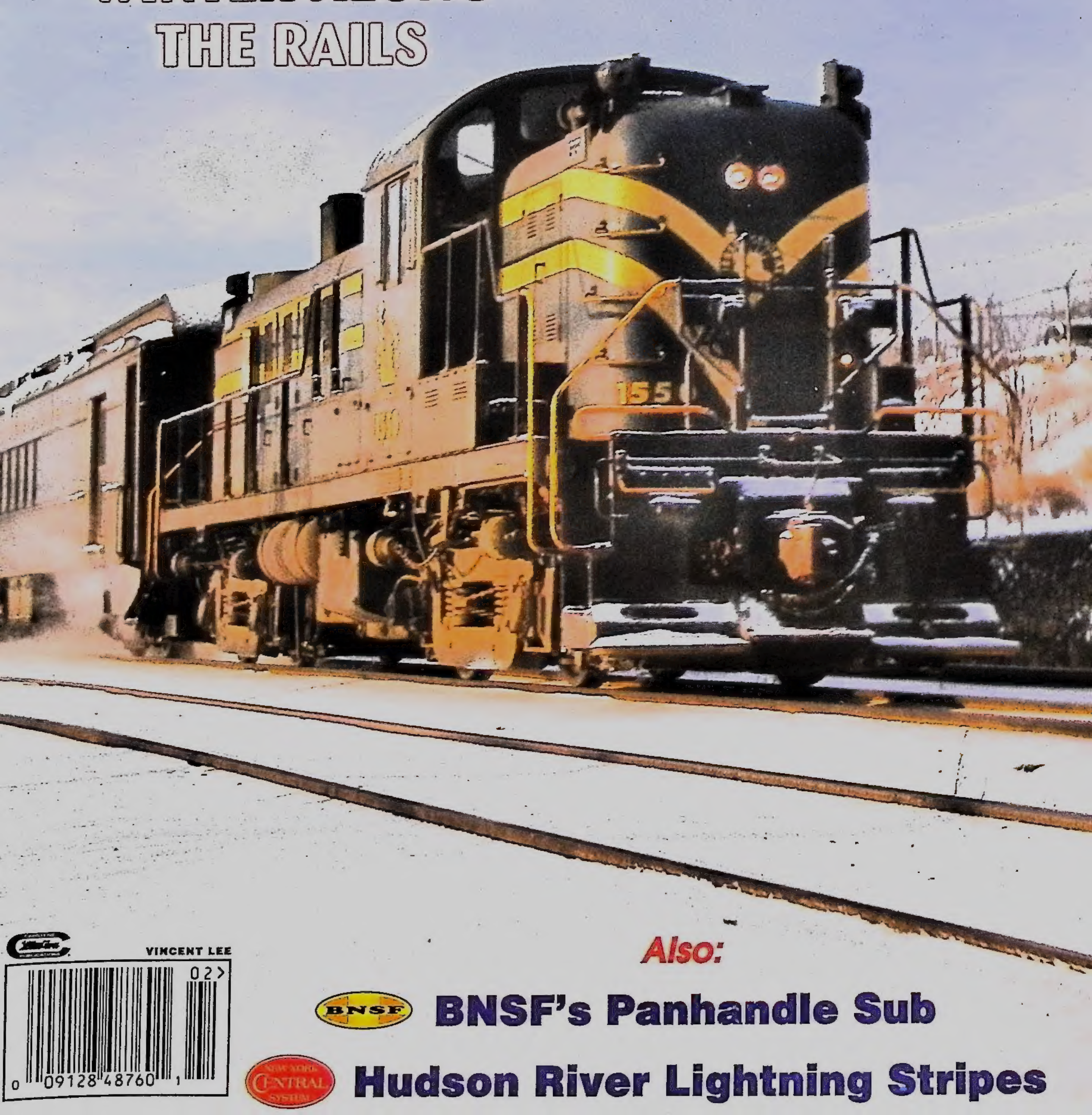

VINCENT LEE

Also:

BNSF's Panhandle Sub

Hudson River Lightning Stripes

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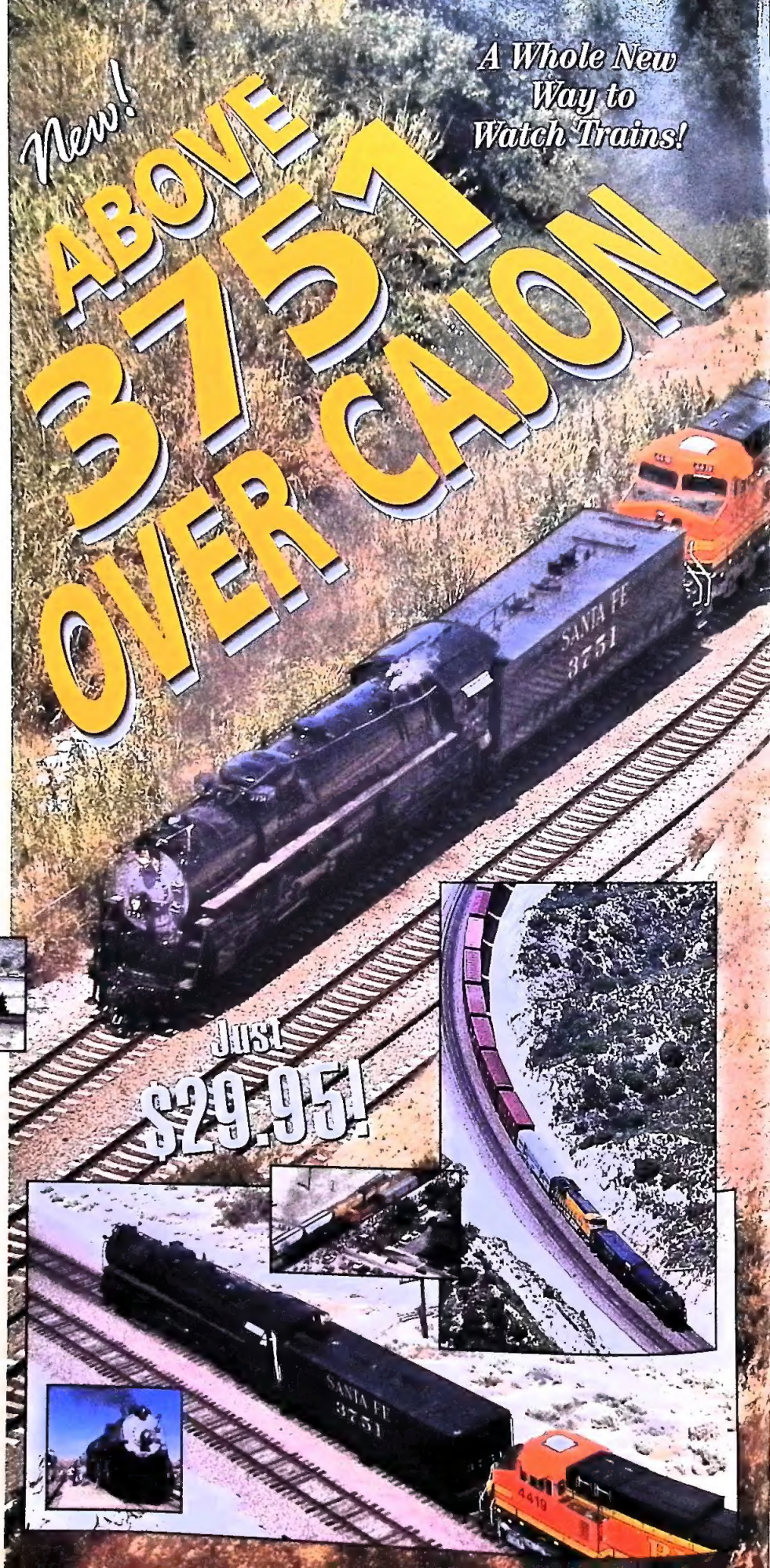

RAILFAN & RAILROAD

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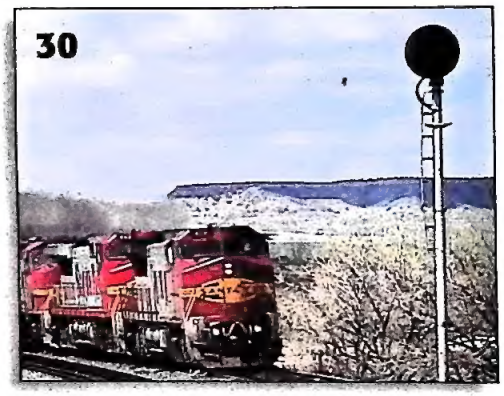

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on the cover

Central Railroad of New Jersey RS3 No.1550 rushes past East 45th Street in Bayonne, New Jersey, hustling commuters to work on a December 1963 morning. See page 38 for a portfolio of rail photography showcasing nature's harshest season. Photograph by Vincent Lee.

Publisher's Desk

Endowments for Rail Museums

OVER THE YEARS, we've visited many of the rail museums in the United States and Canada. Many are world class, notably the museums in Sacramento, Strasburg, Baltimore and Scranton, which have been aided financially by business or governmental backing. There are also some others with superb collections of equipment that have been making great strides in getting their collections under cover, protecting the equipment from the vagaries of summer sun and heat and winter cold and ice, and allowing restoration and maintenance to continue year round. However, there are many rare old pieces — locomotives, cars and trolleys — that still sit outdoors all year 'round, sometimes covered with tarpaulins to stave off the inevitable.

To attract visitors, especially the general public, museums have to make their properties attractive. The general public doesn't want to stomp around rail yards littered with rusty castings, swamp water and rotting relics desperately in need of preservation. The public demands attractive grounds, good walks and lighting, convenient parking, clean toilets, a safe invironment, interesting displays and enough equipment in a good state of preservation to be worth the visit. And, if possible, they want to ride these trains of yesteryear.

Nearly all museums have the same major problem: lack of money. Admissions alone do not cover the operating expenses of a rail museum. Other money comes from membership dues, donations from corporations and private individuals, the gift shop, endowments and possibly federal TEA-21 Act grants. Most museums are blessed with volunteers who can collect tickets, man the gift shop, make investments, do accounting, maintain and repair equipment and even lay track. You'll spot old cabooses and sleepers at many museums where volunteers can bunk down for the weekend as they do needed maintenance. Certain jobs, however, might require paid workers, such as specialized machine shop work.

If you have a favorite rail museum, consider becoming a member. You immediately have access to what's happening inside. Dues rates vary but these are typical: $25 for students, retired, military and disabled; $30 regular; $50 Sustaining; $100 contributing; $500 museum patron; $1000 museum benefactor and $750 life membership. Museums can always use more members, especially if those new members have the time and talents to help on the many jobs to be found in every rail museum. Even if you can't assist in a physical way, membership is still welcomed because it provides more financial support.

Donations of equipment are often welcomed, too, but must usually be without strings attached. Determination of value must be provided by the person making the donation. Donated equipment may be more useful to a museum if they can sell it off or trade it to another museum for something more needed. Estates, stock and other large sums might be given a museum as an endowment. Make sure your museum has an IRS 501(c)3 non-profit exemption so that you can benefit from your donation. Endowments are typically invested in safe securities from which the museum uses all or part of the annual earnings of the endowment for their necessary work. The Seashore Trolley Museum in Kennebunk, Maine, estimates that $100,000 in endowments can provide $5000 each year as the fund itself grows. A $10,000,000 endowment fund accumulated from many sources large and small could provide $500,000 a year for the general fund operating budget. A rail museum's membership in the Tourist Railway Association (TRAIN) also indicates serious intent in maintenance and safe operation of equipment.

RAILFAN & RAILROAD

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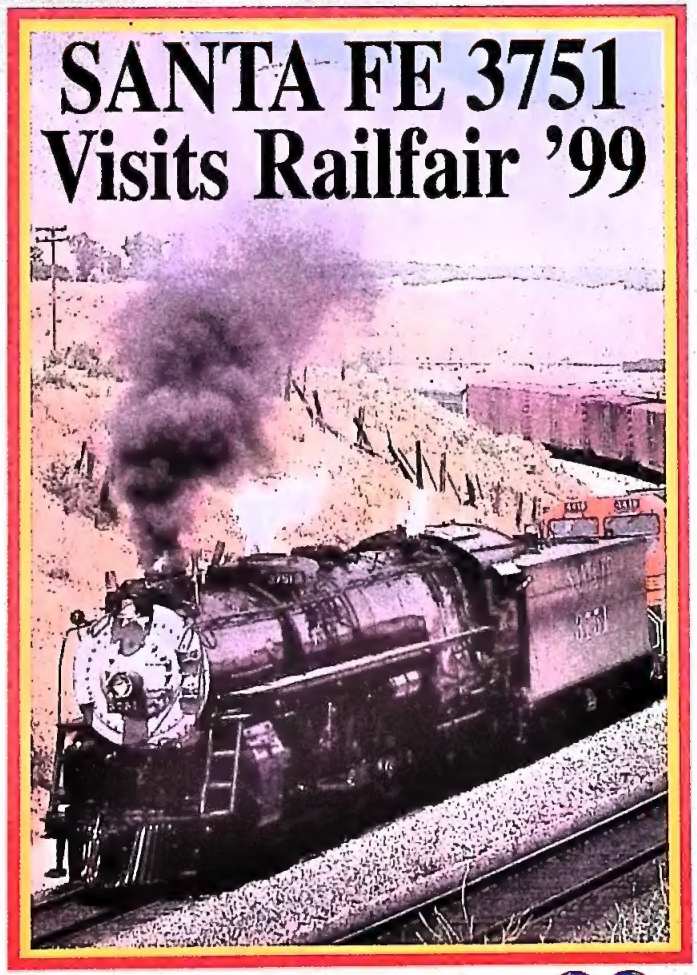

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Hudson River Lightning Stripes

GEORGE FLETCHER

JOSEPH M. CALISI

PASSING THROUGH TARRYTOWN, the home of Sleepy Hollow, two locomotives appeared like a railroad ghost on October 2, 1999. In a year when Hudson River legends are being reborn, Metro North Railroad painted two former New Haven FL9s into the famed New York Central lightning stripe scheme for a set of excursions billed as the *Historic River Towns Express.* The excursions, which operated between Beacon and Yonkers, New York, operated on October 2, 1999, to celebrate the 150th anniversary of MN predecessor Hudson River Railroad and were free to the public. The consist included "NYC" 2012 and 2013, five new Bombardier commuter coaches and two lounge cars that formerly ran behind the *Phoebe Snow.*

Although the New York Central never owned FL9s, the two-tone grey with the red nose herald suited the five-axle dual-power locomotives quite well. The combination of paint and scenery was indeed an image from the past. — *S.B.*

STEVE BARRY

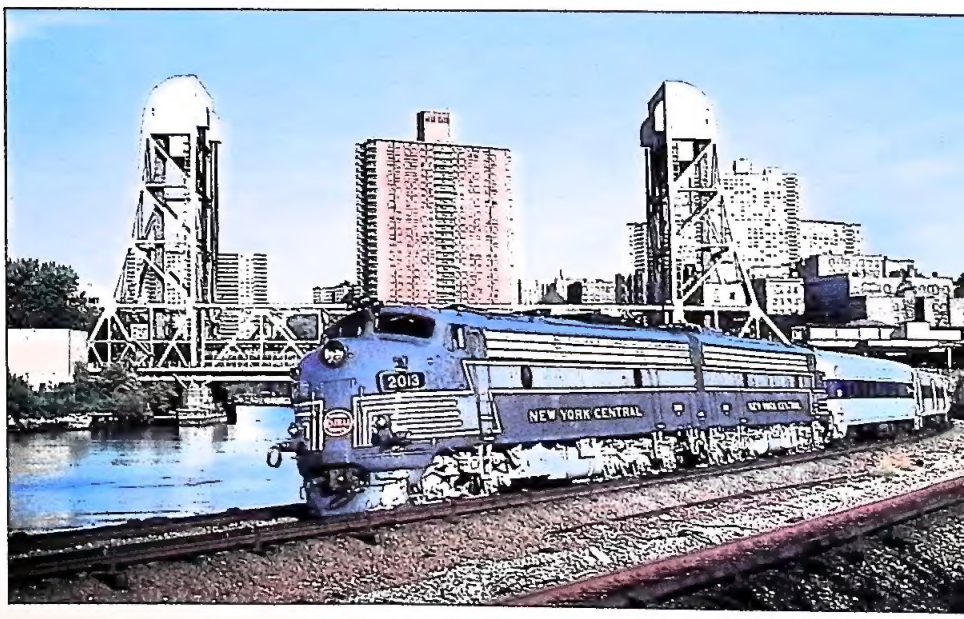
***OUT OF BREAKNECK RIDGE** north of Cold Spring, New York, "New York Central" FL9s 2013 and 2012 lead the southbound* **Historic River Towns Express** *(left) on October 2, 1999. A few minutes later, the train was passing under the Bear Mountain Bridge north of Peekskill in the majestic Hudson Valley (top). The two former New Haven locomotives were painted into the NYC scheme by Metro North Railroad to celebrate the 150th anniversary of the Hudson River Railroad (right). Engineer George Kowanski displays the Central herald on his cap as he smiles from the cab of the historic locomotive (above).*

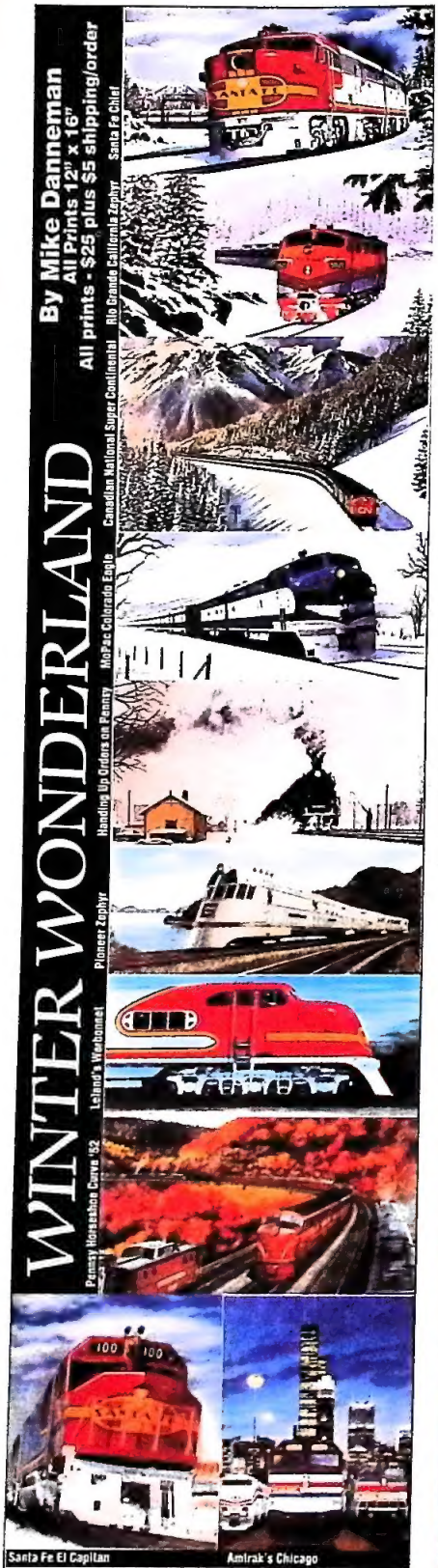
***NEW YORK CENTRAL FL9 2013** was in charge of the Historic River Towns Express at CP40 south of Peekskill, New York, on October 2, 1999 (right). An observation car with Lackawanna heritage brings up the rear of the express at Metro North's diminutive Breakneck Ridge station as the train headed south through the Hudson River Valley (below). The station is used by hikers exploring the rocky mountains of the Hudson Highlands. Metro North used both of its former* Phoebe Snow *observation cars on the trip, bracketing five Bombardier commuter coaches, so even after the FL9s ran around the train there was always an obs on the rear.*

ABOVE and BELOW: WALTER E. ZULLIG, Jr.

JOSEPH M. CALISI

***HEADING FOR GOTHAM, FL9s 2013** and 2012 race along the East River at Marble Hill in Manhattan on October 2 (right). The tracks leave the Hudson at Spuyten Duyvil and follow the East River before burrowing under Park Avenue on the dash into Grand Central Terminal. On this day, however, the FL9s would only go as far as Mott Haven Junction before turning on the wye at CP5 and returning to the Hudson.*





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Letters from readers

Railfan's 25th Anniversary

Happy 25th Anniversary to your fine magazine! I've been reading RAILFAN & RAILROAD since its first edition, and it's only gotten better! I miss Jim Boyd, but from what I've seen, the magazine is in fine hands.

One more thing — If Curt Katz is still working for Amtrak on the *California Zephyr*, tell him for me that should he wind up in Grand Junction for much longer than the usual station stop, have him look up this transplanted Midwestern (and Texan) railfan, and we'll chew enough fat to keep us both busy. Keep on writing (and riding), Curt — your cartoons are dead-on funny!

BOB THOMPSON
GRAND JUNCTION, COLORADO

Cover date

I hope you don't think I'm being too picky in pointing out a mistake you made regarding the stalling of ex-Nickel Plate 759 westbound in the Poconos in 1973 (as shown on the cover of RAILFAN Volume 1 No.1). The date was July 22, 1973, not June. I was on Ross Rowland's engine crew and Andy Adams and I were on the ground throwing dirt and cinders on the rails, but to no avail. It didn't help a bit. I always felt it was the added weight of the tail car on the end of the train. Ross tried his best but it was too much train and not enough engine. The purpose of this trip was to introduce the news media to the Freedom Train concept. The trip was a success in all aspects except for the stall.

DICK REITMEYER
WATERLOO, SOUTH CAROLINA

That Boyd feel

There was something wonderful going on within the covers of the 25th Anniversary issue (November 1999) of R&R. It was the Jim Boyd issue and I liked it. The whole magazine had a JB feel to it. (SB saw to that, didn't you, Steve?)

It was fandamntastic. The MARKERS column line about "the RAILFAN & RAILROAD 25th Anniversary train wreck," the "10/27" wink at *Trains* — in one short guy's opinion, it was vintage Jim Boyd. Thanks

TOM MORAN
SURF CITY, NEW JERSEY

Travel tips

One important tip for traveling abroad was omitted from Hal Carstens' Murtalbahn sidebar in the November '99 R&R. Railfan photographers who travel abroad now face a double whammy. In addition to the limits on the size and the number of items of carry-on luggage the airlines now restrict the weight of carry-on luggage for overseas flights. We flew between BWI and London on British Airways in October 1998 and tourist class passengers were limited to one item of carry-on luggage weighing no more

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CSX ON THE CHICAGO LINE

August, 1999, merger day plus 85. Conrail's Chicago Line now belongs to CSX, so we take a look at the line between Selkirk and Buffalo to see the changes. Power is about half and half between re-numbered Conrail and CSX, and some new trains have been introduced. Lots of run-through and leased power makes for some colorful railroading, and lots of traffic keep the action going continuously. Check out the changes on the Chicago line. **1 hour 45 minutes plus previews. CSCL $35.95 plus $3.50 S&H**

UP ON BEAUMONT HILL

UP on the former Sunset Route east of San Bernadino, California. The line runs through the scenic San Timeteo Canyon, over Beaumont summit and down through the desert. Taped over two springs, there is still lots of SP power around, though the merger is really starting to show. This is helper country, and trains are working hard on the grade. **2 Hours. BEAU $35.95 plus $3.50 S&H**

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Vol. 8: THE TRANSITION YEARS IN THE 50's & 60's - This mostly color, mostly PRR, video is from film shot in north central and central Pennsylvania in the 1950's and 1960's. See steam's last stand on the PRR's Susquehanna Division at Sunbury, at the Northumberland enginehouse, and on the Mt. Carmel Branch. See passenger trains headed by steam and diesel on the Susquehanna Division including outstanding B&W film of a streamlined K4. Includes cab footage shot by a PRR engineer showing both steam and diesel trains. See film of the last PRR steam-powered excursions in 1957 to view the vintage equipment at Northumberland, and see the movement of the equipment to the State Railroad Museum in the 1970's. See steam and diesel action at Enola, Altoona and on the Horseshoe Curve. See diesel-powered excursions on both the Reading and PRR leaving from their Williamsport stations, and excursion through the coal regions on the LV and PRR to Sunbury, and an EL excursion on the Bloomsburg Branch. See early Lehigh Valley diesels on ore trains at Mt. Carmel, EL freight diesels at Northumberland, and rare footage of the steam-powered DL&W passenger train leaving Northumberland around 1950. See the last CNJ steam engine operating at the P&R Coal Co. breaker at Locust Summit. Music, narration and authentic sounds are added to this vintage film to bring you 44 minutes of viewing pleasure.

Vol. 1: THE ORE TRAIN - This video documentary follows steam-powered ore trains from the Northumberland Yards to Mt. Carmel, PA, via the PRR's Shamokin Branch in the early 50s. See 100-car 2-10-0 powered ore trains climbing 2% grades. 40 minutes.

Vol. 2: THE S&L STORY - Follow the daily trip of a steam-powered local freight as it travels through the rich farmlands of Snyder County, PA, over the PRR's Sunbury to Lewistown Branch. The H9 and H10 powered trains leave the Northumberland yard and travel to McClure and back. 42 minutes.

Vol. 3: RAILFAN EXCURSION TO NORTHUMBERLAND, PA - Revisit a 1957 L1 powered steam excursion to the site of the PRR's historically preserved steam engine and equipment collection in Northumberland, PA. Also see K4's No. 1361 at Horseshoe Curve, and restored on an excursion in 1988. 35 minutes.

Vol. 4: THE MIDDLE DIVISION ROCKVILLE TO HORSESHOE CURVE - Revisit the glory days of the PRR in the 1950s. Featured are runby scenes of steam T1s, M1s, L1s, and J1s plus early EMD, Alco, Fairbanks Morse, and Baldwin diesels, and the Aerotrain. Original 16mm film is 98% color and features an authentic PRR steam and diesel soundtrack. 40 minutes.

Vol. 5: THE SUSQUEHANNA DIVISION - See a parade of steam power: M1s, L1s, K4s, I1s, G5s, E6s, E5s, B6s, and early diesel locomotives. Visit the busy Northumberland roundhouse, and see freight and passenger trains (including the Bellefonte mixed train) in some of the best PRR runby scenes ever taken. 45 minutes.

Vol. 6: UNDER THE CATENARY-HISTORICAL FEATURES OF THE PRR - This all color action packed video will take you back in time to the PRR's electric operations in the early 60s through the Penn Central era and the beginnings of Amtrak in the early 70s. You will visit Harrisburg, Enola, Middletown, Safe Harbor, Havre De Grace, and Perryville to see a parade of passenger and freight trains pulled by E3B, P5A, CG-1, and E-44 electrics, and some passenger E-7 and E-8 diesels. 45 minutes.

Vol. 7: STEAM IN THE 1930s & 1940s - This high-quality, vintage b&w video shows steam action on the Williamsport Division, including the Bellefonte mixed train; the Wilkes-Barre Division, including the last run of the Anthracite Express in 1940, at the Harrisburg engine terminal, and at Altoona. Plus, two PRR archive films show high-speed smoke tests on the Ft. Wayne Division, and the construction and testing of PRR's T-1s at Altoona Works in the early 1940s. Music, narration, and sound added. 45 minutes.

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than six kilograms, approximately 13¾ pounds. The airlines have recently started to x-ray checked luggage using the CTX-5000 scanner which will damage any film, exposed or unexposed. The airlines will not reveal where they use the CTX-5000 scanners for security reasons, nor do they warn passengers not to pack any film in their checked luggage.

The price of Kodachrome film sold in Europe includes processing, however the processing mailer has not been valid for processing in Kodak's U.S. labs since 1992. In our trip to Italy and Austria in the fall of 1998 I noticed Kodachrome film only seemed to be available in full service camera stores; many full service camera stores in Austria and Italy are associated with opticians.

RUDY VOLIN
ROCKVILLE, MARYLAND

Black & white is alive & well

I read with interest Jim Boyd's CAMERA BAG in the November '99 R&R. I must say that I take exception to Jim's comments on black & white photography for railfans. I don't believe it is dead; I just think that there are only a handful of us left who really know what to do with b&w film. I don't agree that color can ever replace good quality black & whites for two reasons. First, you never see the crisp whites and rich blacks and the full tonal range of grays in a color slide scanned into b&w. I know that with Photoshop you can do some amazing things with color slides but you need a good quality slide to work with. Second, most color shooters are out there shooting with the idea of color only. Those beautiful rich color shots that have that wonderful full color saturation taken with the sun at your back turn into a very flat, at best marginal, b&w print. I think very few if any color shooters are thinking about turning their end product into black & white.

To shoot, develop and print good quality b&w you have to be able to think in black & white. Our eyes do not see in this medium and expertise comes through experience in the darkroom. Unless a color shooter does his own scanning to b&w, it would be extremely difficult to master this medium. It is possible to produce good b&w from color but it will have a tough time going up against what an experienced b&w photographer can produce.

I look forward to the day when I retire and can spend more time in the darkroom because I personally feel that my b&w negatives are far more valuable than my significant collection of color slides. I believe there will be much more demand for b&w because there are so few railfans who can produce real quality in that medium as compared with color. I think there is still a significant audience who appreciates quality black & white photography.

DICK DORN
YUBA CITY, CALIFORNIA

One more year

Sorry to read that Jim has written his last CAMERA BAG column for the 20th Century. I presume he does not plan to do the column in 2000, which is the last year of the 20th Century, regardless of all the media's erroneous hype to the contrary.

After 25 years of RAILFAN, I continue to enjoy the magazine each month. Keep up the great tradition, Steve! See you trackside!

CHARLIE PLANTHOLT
BALTIMORE, MARYLAND

For those of you that missed it, Jim Boyd declared that he was writing the last CAMERA BAG of the 20th Century in his December 1999 column. Just to set the record straight, everyone here at R&R is fully aware that the 20th Century ends on December 31, 2000, and the 21st Century (and new millennium, for that matter) begins on January 1, 2001. Jim points out, however, that New Year's Eve 2000 will come and go with substantially less fanfare than 1999's, so he jumped on the "millennium" bandwagon with the rest of the media. He still plans to write CAMERA BAG throughout 2000.

George and I decided not to edit Jim's references to the premature end of the 20th Century. After all, who are we to ruin the biggest New Year's bash we'll ever see? (And we're not as bad as a celebrity magazine that features their "last cover girl of the 20th Century" on their December 1999 issue!). — S.B.

R&R WELCOMES letters from readers. Send letters to the editor to RAILFAN & RAILROAD, FANMAIL, P.O. Box 700, Newton, NJ 07860, or via e-mail: *steveb@railfan.com*. We reserve the right to edit for space and style.

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We are offering the following sale prices on all Morning Sun titles that are in print. Titles that list for $55 are sale priced at $37.95, those listing at $50 are $34.45 and the $45 list items are $31.95 each. Included in the sale are the following new titles which will be sale priced at $37.95 each: Trackside Chicago 1957-1865, WP Trackside, MEC in Color Vol. 2, CNW in Color Vol. 2, and Trackside Scranton 1952-1976, CB&Q in Color Vol. 3 (1-10-00) and Streecar Scenes of the 1950's (1-10-00). Call for a full listing of titles or check our web site!

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Timetable

Railfan events guide

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March)

RAILFAN EVENTS

RAPID CITY, SOUTH DAKOTA, through January 12. Collection of railroad memorabilia at the Journey Museum featuring a chronological restrospective of the railroads' contnbution to the development of western South Dakota and the industries of mining, forestry and ranching. For information contact the Journey Museum, 222 New York Street, RapidCity, SD 57701; 605/394-6923; e-mail *journey@journeymuseum.org.*

PHILADELPHIA, PENNSYLVANIA, January 29. *Super Saturday Streetcar Special VII* sponsored by the Wilmington Chapter NRHS over SEPTA's streetcar routes. Trip will feature PCC 2732 and Peter Witt 8534 with multiple quality photo stops. Trip departs Elmwood car barn at 10am. Tickets $35 from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860; 973/383-3355 (8am-6pm ET); *steve@daylightimages.com.*

BLUEWATER MICHIGAN CHAPTER NRHS (P.O. Box 296, Royal Oak, MI 48068-0296; 248/541-1000 or 800/594-5162; *www.concentric.net/~bmcnrhs*) is sponsoring a trip on the Algoma Central snow train from Sault Ste. Marie to Agawa Canyon with bus connection from Dearborn and Royal Oak on **February 5-7 and 12-14.** Contact the Chapter for complete information.

NORTH FREEDOM, WISCONSIN, February 18-20. 25th Annual Snow Train at the Mid-Continent Railway Museum. Two different trains available including a steam train with vintage coaches or an old fashioned wooden coach and caboose train. Fares start at $9 adults, $5.50 kids 3-12 with frequent departures all three days. For more information contact the Mid-Continent Railway Museum, P.O. Box 358, North Freedom, WI 53931-0358; 608/522-4261; *www.mcrwy.com.*

NEW YORK, NEW YORK, February 18-21. Trip to Charleston, South Carolina, via Amtrak's *Silver Meteor* and *Silver Palm.* Friday night train trip south, tours of Charleston historic and rail sites Saturday and Sunday, return Monday. Cost is $470.00 per person, includes lodging in Charleston, two meals on the train and a banquet. For reservations/information contact New York Railroad Enthusiasts Trip Committee. c/o Mr. Arthur Bird, 94 Mountain Avenue, Gilette, NJ 07933.

WASHINGTON, NEW JERSEY, February 19. EastRAIL 2000 at the Warren Hills Regional High School sponsored by the United Railroad Historical Society of New Jersey and the Friends of the New Jersey Railroad & Transportation Museum. Tentative list of presenters includes Joe McMillan, Ron Flanary, Brad McClelland, Frank Etzel, Steve Brown, Mark Perri, Scott Snell, Gary Zuters and others. Tickets $10 in advance, $12 at the door. Information and tickets from United Railroad Historical Society, P.O. Box 711, Clark, NJ 07066; 732/671-9644 (evenings).

BOSTON, MASSACHUSETTS, February 26. Annual Snow Train to Vermont sponsored by the Mass Bay RRE to Brattleboro and Bellows Falls. Boarding at South Station, Back Bay, Wellesley Square, West Natick and Worcester. Optional side trips include a sleigh ride and country luncheon, covered bridge tour and ride on the Green Mountain Railroad. Fares $70 adults, $40 kids 12 and under. For complete information contact the Mass Bay RRE, P.O. Box 4245-BV, Andover, MA 01810-0814; 617/489-5277; *www.MassBayRRE.org.*

BOSTON, MASSACHUSETTS, April 14-23. Arizona Adventure departing Boston-Worcester-Springfield via Amtrak's *Lake Shore Limited* connecting with the *Southwest Chief.* Grand Canyon tour included, all-inclusive fares start at $1100 coach class. For information contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

TRAINS UNLIMITED, TOURS, (P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*) is sponsoring the following events. Call or write for a complete catalog.

- **April 15,** San Diego & Arizona Eastern Railfan Day *(see listing below).*
- **April 29,** Sacramento River & Rail Steam Spectacular *(see listing below).*
- **May 13,** Yolo Shortline Railfan Day with ex-SP 0-6-0 on photo freight.
- **May 27-29,** Cariboo Steam Special from North Vancouver to Kelly Lake, British Columbia, with ex-CPR 2-8-0 3716.
- **June 10-11,** Rio Grande Spectacular photo freight on the Cumbres & Toltec Scenic.
- **September 15-17,** White Pass & Yukon Steam Spectacular with three charter trains all steam powered.
- **September 30-October 1,** Wisconsin Fall Colors Rail Cruise using Wisconsin & Southern E-units on VIP train.

SAN DIEGO, CALIFORNIA, April 15. San Diego & Arizona Eastern Railfan Day using an ex-SP Black Widow GP9 and 4-6-0 on several different consists including a photo freight. Fare $163 coach, $283 first class. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

WOODLAND, CALIFORNIA, April 29. Sacramento River & Rail Steam Spectacular using an ex-SP 0-6-0 on the Yolo Short Line. Trip connects with a charter steamboat cruise. Fare $94 adults, $64 kids 4-14. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

T-RAIL TOURS (803 Kanuga Drive, West Palm Beach, FL 33407; 561/TEL-TRAK) is sponoroing a 25,000-mile trip across the U.S. and Canada April 29-May 28. Trip covers two dozen named trains, several trolley, subway and elevated lines, cable cars and more. Spend 23 nights in sleepers, six in hotels. Busy main line train watching in Florida, Illinois, Arizona, California, Canada and more. Fare $3987 includes all rail fares, accomodations, breakfasts, dinners, many extras. Contact T-Rail Tours for more information.

INTERNATIONAL TOURS

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; *www.trainsunltdtours.com*) is sponsoring the following foreign tours. Write for a free catalog.

- **Guatemala,** February 19-26. Baldwin 2-8-2s and narrow gauge diesels on six charter trains covering 285 miles.
- **Mexico,** March 18-26. Private charter from Puebla to Nogales with side trip to Manzanillo and Los Mochis.
- **Peru,** July 23-August 5. Steam, diesel and railcars on 12 charter trains.
- **Argentina,** October 14-21. Baldwin and Henschel 2-8-2s on four charter trains including double-headed photo freight.
- **Mexico,** November 11-19. Copper Canyon train from Nogales.

T-RAIL TOURS (803 Kanuga Drive, West Palm Beach, FL 33407; 561/TEL-TRAK) is sponsoring The Trains of Europe, **September 2-24.** Trip covers ten nations, 70 trains, rail ferries, Rhine voyage. Most nights spent in first class compartments, with some hotels. Fare $2987 includes all transportation (except air fare to Europe), admissions, banquets and more. Contact T-Rail Tours for more information.

RAILROADIANA MEETS

FALL RIVER, MASSACHUSETTS, January 16. 13th Annual Railroad Show sponsored by the Old Colony & Fall River Railroad Museum at B.M.C. Durfee High School Gym, 360 Elsbree Street, 10am-4pm. Admission $3, kids 2-12 $1, kids under 2 free with adult. Information: Jay Chatterton, P.O. Box 3455, Fall River, MA 02722-3455; 508/674-9340.

WATERBURY, CONNECTICUT, January 16. Train show sponsored by Classic Shows, LLC, at the Waterbury Four Points Hotel, 3580 East Main Street (exit 25A off I-84), 9am-3pm. Admission $4, kids 12 and under free with adult. Information: Classic Shows, LLC, P.O. Box 2415, Shelton, CT 06484; 203/926-1327.

PLANO, TEXAS, January 29-30. Dallas Area Train Show at the Plano Centre, 2000 East Spring Creek Parkway, 10am-5pm. Admission $5, kids under 12 free. Information: Robert Bray, 1820 Spruce Lane, Benbrook, TX 76126; 817/249-4965 (6pm-10pm CT); *robert.l.bray@lmco.com.*

LaCROSSE, WISCONSIN, January 29. The Great Tri-State Rail Sale, Railroad Flea Market & Swap Meet sponsored by The 4000 Foundation, Ltd., at the Days Inn, 101 Sky Harbour Drive (airport exit 2 off I-90), 9am-3pm. Admission $2, kids under 12 free. Information: The 4000 Foundation, P.O. Box 3411, LaCrosse, WI 54602-3411; 608/582-4761.

WEST SPRINGFIELD, MASSACHUSETTS, February 5-6. Big Railroad Hobby Show sponsored by the Amherst Railway Society at the Eastern States Exposition, Memorial Avenue, 9am-5pm. Admission $6, kids under 12 $1, under 5 free, two-day admission $10. Information: Robert A. Buck, Show Director, Amherst Railway Society, P.O. Box 718, Warren, MA 01083-0718; 413/436-0242.

GREENBERG'S Great Train & Collectible Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

- **February 5-6,** Stony Brook, N.Y., State University of New York.
- **February 12-13,** Upper Marlboro, Md., Show Place Arena.

ANDOVER, MASSACHUSETTS, February 13. Rail-A-Rama XXX sponsored by the Mystic Valley Railway Society at the Ramada Rolling Gree, 311 Lowell Street, exit 43 off Route 93 North, 10am-4pm. Admission $3, kids 5-12 $1, under 5 free. Information: Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0486; 617/361-4445.

WALLINGFORD, CONNECTICUT, February 13. Train Show sponsored by Classic Shows, LLC, at Zandri's Stillwood Inn, 1074 South COlony Road, exit 13 off I-91, 9am-2pm. Admission $4, kids 12 and under free with adult. Information: Classic Shows, LLC, P.O. Box 2415, Shelton, CT 06484; 203/926-1327.

PEORIA, ILLINOIS, February 20. Peoria Train Fair sponsored by Illinois Valley and River City Railroad Clubs at Illinois Central College, Routes 116 & 24, 11am-3pm. Admission $2, kids under 13 free. Information: Bob Lehman, 21 West Rutledge, Bartonville, IL 61607; 309/697-3012.

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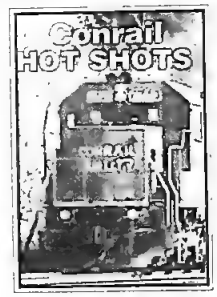

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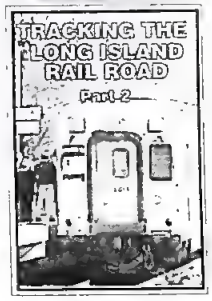

Tape No.152 "Tracking the Long Island Rail Road Part Two" Continued (from Part One) coverage of the Long Island at many more locations.
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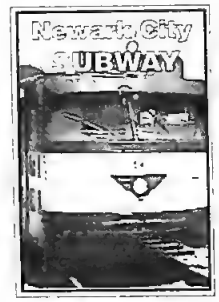

Tape No.153 "A DAY on the NEWARK CITY SUBWAY" Featuring PCC cars on the Newark City Subway during the spring of 1999 plus vintage footage from 1960.
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Tape No.3-5 "Amtrak's Northeast Corridor Part Five" Featuring Amtrak & Septa run-by action at North Philadelphia and 30th Street Stations.
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Lineside Legacy

Preservation and restoration news

by JEFF TERRY

Edwards Motor Car Co. reborn

THE EDWARDS MOTOR CAR Company is back in business, 60 years after the original closed its shop and ceased production of gas-mechanical motor cars. Edwards was re-founded by rail consultant Steven Torrico after he saw an original Edwards car, Chicago, Burlington & Quincy No.507, operating on the Fort Madison, Farmington & Western tourist railroad in Iowa. Currently, the company is working to bring the Model 10 and Model 20 gasoline-powered rail car back into production for tourist and short line railroads.

The Edwards name is not as recognizable as some other producers of rail cars, probably due to the fact that over one-third of the firm's cars were constructed for export. The company was founded in 1921 by Atlantic & Western Railroad general manager Harry P. Edwards, who was searching for a way to save money on the road's passenger train expenses. He eventually turned to motor cars, and after building several for the A&W, he founded the Edwards Motor Car Company and began building cars full time. Two models were offered, the Model 10 and Model 20. The Model 20 can be distinguished by its unique trucks, which have the motor set inside the truck itself rather than up inside the carbody. Unfortunately, with the coming of gas-electric and diesel-electric "doodlebugs," Edwards cars lost favor and the company was out of the railcar business by 1942. Total production was between 135 and 140 cars.

Since its re-founding in 1998, the new Edwards Motor Car Company has been involved in many projects, including building new Edwards cars and restoring motor cars from other manufacturers. An Edwards Model 10 was constructed in 1998 for Dr. William McDonald, who leases the car to the Mount Dora Scenic Railway, a new tourist line operating out of Mount Dora, Florida (which is also, incidentally,

PLEASE SEND correspondence concerning LINESIDE LEGACY directly to Jeff Terry, 1220 East 5th Street, St. Paul, MN 55106, or via e-mail: *lineside@railfan.com*. Please send photos directly to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860.

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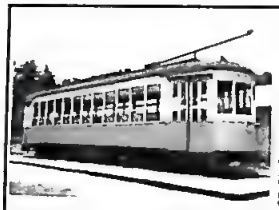

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the location of the Edwards Motor Car Company's shop). The car, lettered "Mount Dora, Tavares, & Eustis Railroad M201," operates daily excursions over a twelve-mile segment of the Florida Central Railroad. Says Torrico, "Our motto is, 'we make them like they used to.' I've got all the original blueprints, drawings and everthing we need to built Edwards cars per spec — exactly as original."

At the present time, Edwards is working on the restoration of an original Model 10 car, built in 1923 for the Washington & Lincoln Railway and now owned by Mr. Royce Kershaw of Montgomery, Alabama. The car operated for many years on the Birmingham & Southeastern as their No.200 before it was finally retired in the late 1960s. In need of extensive work before it can operate again, No.200 was moved to Mt. Dora in September and is now being worked on in the company shop.

Edwards is also restoring a 1926 gasoline-mechanical Brill Model 55 doodlebug which was built for Sperry but spent much of its life hauling ballistics at the Remington Arms factory in Bridgeport, Connecticut. Once the Brill is completed, it will haul passengers on the Valley Railroad of Essex, Connecticut. Thanks to Steven Torrico.

American steam in Japan

I usually shy away from overseas preservation as there are many magazines out there which are so devoted. I'll make an exception, however, for the Western Village Railway of Tochigi Prefecture, Nikko, Japan, which operates no less than two American steam locomotives at a Western U.S.A.-themed amusement park. The two engines, beautifully restored, pull open-air excursion cars on a large loop of track which surrounds the park and are kept in top condition by owner Iwao Koyama.

Steam locomotive No.1, the *Waipahu*, is an 1897 Baldwin 0-6-2T that should be familiar to steam enthusiasts on the west coast. Originally built for the Oahu Sugar Company of Oahu, Hawaii, No.1 was sold to railroad enthusiast J. Dale Gentry in 1957 and shipped to California for service on Gentry's private "Cottonwood Southern Railway." The restored Baldwin later operated during the mid-1970s and early 1980s on the Roaring Camp & Big Trees Narrow Gauge Railway near Felton, where it was renumbered 4 and, after but a decade of use, was sold and shipped to Japan in 1987. The *Waipahu* entered service on the Western Village Railway in 1988, and operated for five years before requiring a complete overhaul (begun in 1993 and completed during 1998). The rebuilding included replacing the boiler with a new model of welded design, reconstructing the cab, and completely refurbishing the running gear and wheels. Except for a large red cowcatcher, No.1 looks basically as it did when in service for Oahu Sugar.

Locomotive No.6, the *Virginia*, is the Western Village Railway's other operable steam locomotive. It started life as a 40-inch gauge 0-4-0T. It was built by Porter in 1926 for the Fairmount & Baltimore Coal & Coke Company of Clarksburg, West Virginia and, like No.1, was preserved by a private individual after retirement. Sometime

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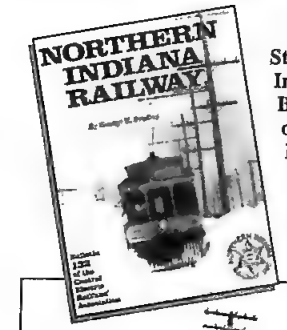

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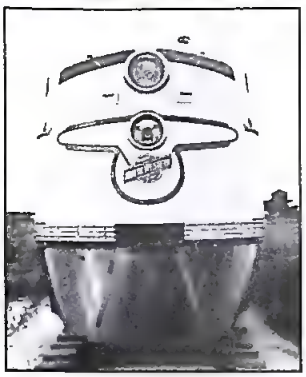

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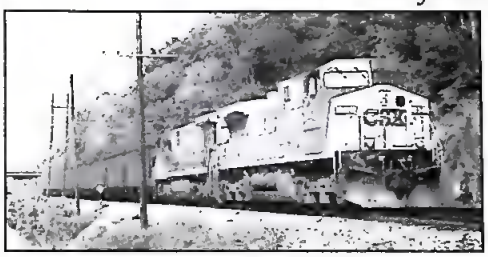

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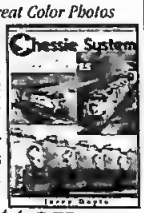

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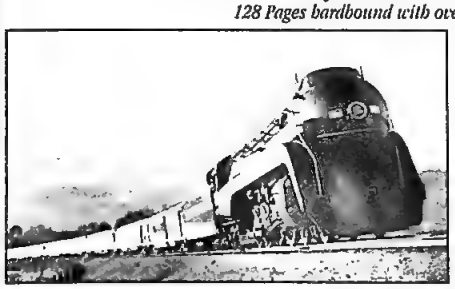

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during the 1960s the 0-4-0T was converted into a 2-4-0 with the removal of the saddle tank and the addition of a tender and lead truck, the gauge was changed to 36-inch and it was converted to burn oil (it originally burned coal). From 1987 to 1990, No.6 pulled tourist trains on the now-defunct Tobie's Mill & Mission Creek Railroad at the Mission Creek 1894 theme park just outside of Hinkley, Minnesota. It was exported to Japan in 1991. Unlike the Oahu 0-6-2, which has been restored to a near-original appearance, Mogul No.6 has been "wild-westernized" to appear as a circa-1881 American steamer complete with a terrifically-oversize diamond smokestack and a red cow-catcher pilot.

Incidentally, another locomotive from the Mission Creek theme park, former United Fruit Company 2-6-0 No.3, is also in Japan at the new transportation museum at Otaru in Hokkaido. The narrow-gauge 1909 Porter was built for United Fruit's Cia. Agricola de Guatemala as No.56, and worked hauling Guatemalan fruit trains for many decades before it was purchased and shipped to California in 1959 by steam buff Hal Wilmunder. During the 1960s the engine was overhauled by Wilmunder for service on his private Antelope & Western Railway in Roseville, and later saw service on Wilmunder's now-defunct Camino, Cable & Northern tourist railroad at Camino, California. In 1975, No.3 was sold to the Huckleberry Railroad of Flint, Michigan, and moved again in 1988 to the Mission Creek theme park, where it was the main operating locomotive of the Tobies' Mill & Mission Creek Railway. When the Mission Creek theme park closed in 1991, the engine was shipped to Japan and is currently at Hokkaido, in mostly original form, at the new transportation museum which features a distinctly North American roundhouse and turntable among other exhibits.

Council Bluffs steam on the move

The railroad display at Dodge Park in Council Bluffs, Iowa, has recently been moved to the RailsWest Railroad Museum, which is located in the former Council Bluffs Rock Island depot. The equipment moved includes former CB&Q 4-6-0 No.915, former Union Pacific 4-8-4 No.814 and a Burlington caboose and club car. Movement was made at night by truck over nearby highway I-29.

The equipment from Dodge Park was displayed there for well over three decades. The first piece placed on exhibit in the park was Union Pacific FEF-1 class 4-8-4 No.814, which was donated to the city of Council

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***UNION PACIFIC 4-8-4 814** is ready to leave its home of 36 years, Dodge Park in Council Bluffs, Iowa, heading across town to the new RailsWest Museum on October 17, 1999.*

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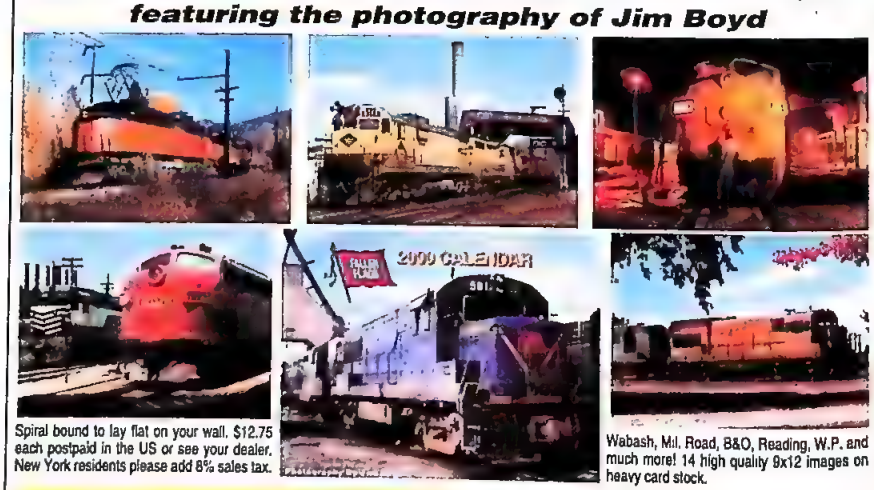

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Highlighting this video is a few minutes of train action on the connecting Kentucky & Tennessee Railway, an old time short line, and the affiliated Big South Fork Scenic Railway at Stearns, Kentucky. Enjoy vintage steam scenes on the K&T! Take a cab ride in the Big South Fork train, pulled by an Alco S-1 equipped with a steam whistle! We also visit a now defunct partially reconstructed coal mine. Our third in a series of NS videos continues Green Frog's solid tradition bringing you the very best in pulsating railroad operations!

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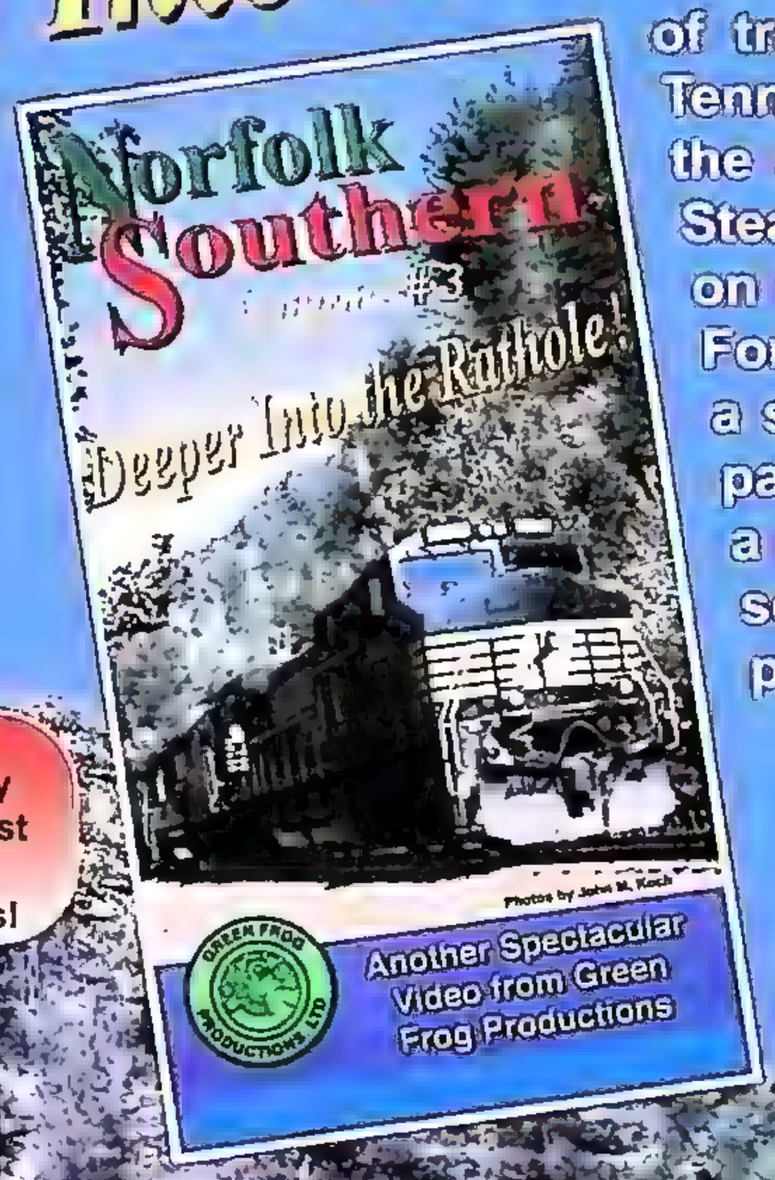

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Bluffs and placed on display in 1962; it is the only surviving member of the FEF-1 class (built by Alco in 1937) and is slightly smaller than preserved sisters 833, 838 and 844. The CB&Q donated 4-6-0 No.915 in 1965, along with the heavyweight dinette-lounge car *Omaha Club* and a 1917-vintage four-window wood caboose. Although other Burlington steam locomotives have been preserved, No.915 is especially significant because it was constructed by the CB&Q's predecessor Burlington & Missouri River in their own Havelock Shops at Lincoln, Nebraska, in 1903.

Protected by a high fence, the equipment in Dodge Park has been kept in very good condition and was regularly painted. However, in recent years there has been a need for the space the locomotives occupied, and plans were put in place several years ago for movement to the RailsWest Museum, some four miles away. The costs of moving the equipment out of the park was generously donated by the Union Pacific Railroad.

On Thursday, September 16th, CB&Q 915 was removed from her longtime display site and set upon a flatbed truck for the trip to the museum site. The 915's tender followed later on another trailer, and the caboose and club car were moved the following week, on September 24th. New 133-pound rail (also donated by the Union Pacific) was laid at the museum for the new displays.

No. 814 had to wait nearly a month for its turn; leaving the park by truck on Sunday, October 17th, in the early morning hours, traveling first over a frontage road, and then over the median of I-29 which was filled with dirt. The highway was closed to all traffic while the move took place. The locomotive then moved through the streets of Council Bluffs to the museum. Incredibly, the 814 is the second UP 4-8-4 to be moved by truck in 1999 (you might remember that No. 833 was trucked from Salt Lake City to Ogden, Utah, in February — see June 1999 R&R). The two 4-8-4s remain the largest steam locomotives to be moved by truck over a highway.

Now safely at RailsWest, the Dodge Park equipment joins a former UP boxcar and RPO and a Rock Island caboose displayed behind a high fence Restoration of the deteriorated *Omaha Club* by museum volunteers is to begin soon, but at the present time they are busy replacing the wooden frame that supports 912's tender, which was found to have rotted during its years of display in the park. Although there are no plans at the present time to restore either steam locomotive to operation, they will surely be in a better environment for preservation than in a city park. Thanks to the the Railway Preservation News Website *www.rypn.org* for the information.

Update on CPR 2839

As I reported in the September 1999 R&R, former Canadian Pacific Railway 4-6-4 No.2839 was recently under repair in Bath, Pennsylvania, by the Lehigh Valley Scenic Railway, a group that was dedicated to restoring the locomotive for excursion service in the area. Unfortunately, since that time, some complications have arisen between the group and the locomotive's owners, and work on 2839 has stopped. However, some members of the group have reorganized to form Valley Locomotive Restorations, and plan to work with Steamtown National Historic Site in nearby Scranton in rebuilding some of its locomotives.

Said company president David Gerancher, "Valley Locomotive Restorations was formed by people who were working on the Royal Hudson. Since we lost this engine, but not our love of steam, we decided to form this company. We have a self-sufficient membership, which means there will be no out-sourcing of work. A company called GCI Environmental is going to train us and certify us to do asbestos removal." Dave continues: "Our group is going to start at Steamtown NHS by helping get the Canadian National (2-8-2 No.3254) running. . .this engine is currently in for its five-year inspection, and once she is completed, we will bring Nickel Plate Road 2-6-4 No.759 in the backshop for the start of restoration. We are working closely with the Nickel Plate Historical and Technical Society on this project."

According to Mr. Gerancher, VLR will be a non-profit (501-c-3) group, and would eventually like to own their own engine, although he concedes that at the present time there is nowhere to run one around the Lehigh Valley, where the group's membership is located. For now, they will be working with Steamtown to bring some more life into the NPS's mostly static collection. Let's wish this VLR well in their continuing endeavors to return steam to the rails. Thanks to David Gerancher.

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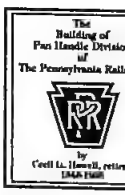

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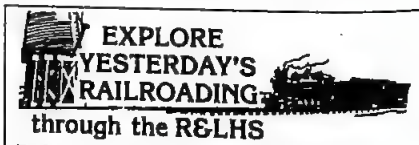

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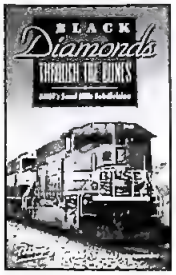

BNSF's 236-mile Sand Hills Subdivision between Ravenna and Alliance, Nebraska, is one of the most important outlets for Powder River Basin coal. Transformed from a part of a rather quiet secondary main line between Lincoln, Nebraska, and Billings, Montana, today this heavy-duty line is a busy coal corridor which features a variety of power, has diverse scenery and plays an important role in the BNSF system. Pentrex's new video, *Black Diamonds Through the Dunes*, fully covers this fascinating railroad.

Hosting as many as 40 trains a day, most of them coal trains, heavy six-motor power is most common. Though dominated by "cream and green" EMD SD70MAC's, both BNSF "Heritage" paint schemes are found. A number of BN GE C30-7s, EMD SD60M's, Oakway EMD SD60s and UP units appear as well, providing some diversity.

The stage provided by the Sand Hills Subdivision for these operations is captured well on this video. The narration is informative and the photography is of high quality. Going east from Alliance, Pentrex explores the line as it passes from the arid Sand Hills country of west central Nebraska to the more fertile cornbelt territory on the east end. While the coverage is very far above that of other videos on the subject, opportunities to add more variation to the track level shots were missed. The Dismal River bridge at Dunning, 154 miles east of Alliance, is an excellent platform for rail photography. Then, too, a surprising number of fine "look down" locations west of Mullen (95 miles east of Alliance) were also left out. This is, though, a matter of editorial choice.

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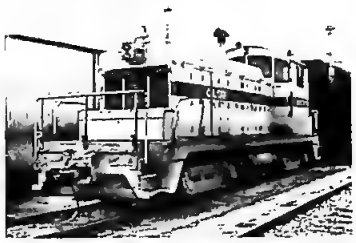

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However, what really sets this video apart is its success in placing the Sand Hills Subdivision in its larger railway context. The explanatory narration, maps, and superb train identification provide viewers with an excellent understanding of what the line does to earn its living. More than simply photos of coal trains running by, the train identifications provide solid insights into the distance Powder River coal is moved. Serving power stations as far away as Alabama, some 30 coal trains a day polish the rails. Knowing where they come from and where they are going certainly makes the video more informative as well as interesting. Similarly, the manifests and stack trains reveal that the Sand Hills Subdivision continues to play its historical role as a link between the Midwest and the Pacific Northwest. In short, this tape allows the viewer to understand what he/she is seeing, why it is running and the role played by the Sand Hills Subdivision in today's railroading. — *CHARLES W. BOHI*

Workin' On The Railroad

Pentrex, P.O. Box 94911, Pasadena, CA 91109-4911, 800/950-9333; 95 minutes, $19.95 plus $4.00 shipping. CA residents add 8.25% sales tax.

The two "star pieces" of this tape bring to life the track maintenance equipment we all see sitting on sidings from time to time. I was so fascinated by the Rube-Goldberg-esque, yet incredibly well engineered, machinery I watched the tape twice. Non-railfans who saw it were similarly intrigued. On Norfolk Southern we see, in sequence, the ballet of tie cranes, spike pullers, spike loaders, anchor spreaders, tie pullers, stacking of old ties, insertion of new ties, brooming, tie plate placement and spike driving, ballast regulating, tamping and clean up. On the BNSF we see the awesome P-811 concrete tie layer, with its support train of fresh ties and the entourage of men that care and feed the beast. In one continuous motion, the spikes are pulled, the rails spread, the wooden ties removed, the new concrete ties laid, and the track reaffixed to the ties.

There are also separate scenes of a ballast undercutter (a.k.a. ballast cleaner) on the BNSF. For all of this, distant views, close-ups, repeat views for clarity, good narrration, and full coverage of what the men are also doing make this a very educational viewing session. Hats off to the guys who designed the machinery, and to those who operate it with such finesse.

Two other labor-intensive railroad activities are covered on this tape. At NS's Roanoke Shops, we see coal hoppers being built out of a myriad of parts. We also visit the Pocahontas Division dispatching center in Bluefield, West Virginia, receiving a detailed tour of the control board and an explanation of what goes on there.

The tape is technically fine, except that the hopper car construction could have benefited from some additional lighting. I heartily recommend the tape; the opportunity to watch the track machinery in action is reason enough. — *TOM KELCEC*

SP When The Empire Was Intact

Charles Smiley Presents, 18351 Blackhawk Street, Northridge, CA 91326, website: *www.trainmovies.com*; 103 minutes, $26.50 plus $2.00 shipping. CA residents add 8.25% sales tax.

Here we have a survey of the Southern Pacific's diesel fleet in California during the 1965 to 1979 period (post-Black Widow and Daylight liveries), as shot by seven local railfans on the amateur movie equipment of the day. The shots are runby oriented, and range from average to unique and artistic, especially on lesser-known lines and locations. The fact that three of the shooters were SP engineers definitely helps get us into places and on locomotives that the average fan could not visit.

The tape starts out with a nice narration of the evolution of the diesel locomotive on the SP, from F's to the SD45, along with the SP's operating philosophy. We start with Geeps and SD9s on passenger runs, ride the cab out of Third & Townsend, and visit the San Jose roundhouse and the College Park and Redwood Junction towers. There is an interesting time-lapse sequence of the ballet between passenger commute trains and freight moves at San Jose. The Penninsula commute line — similar to the New York & Long Branch in the East as a "last stand" location for older power — is represented by the Trainmasters. As time marches on, Alco's are replaced by EMD products, and the Krauss-Maffei and Alco hydraulics appear and disappear. The rise and reasons for the fall of the early U-Boats are covered next, then the use of EMD's SD7s and SD9s on the Northwestern Pacific via action views and stills. Some 1997 video footage shows us current operations at Willits with the NWP's black widow unit and GP9s on the Cal Western run. The Siskiyou Subdivision is covered via some nice trackside and on-locomotive shots in the mountains, semaphores, and a good map and profile. The Shasta line does not get a lot of airtime (a dynomometer car ride and a few runbys are basically it). Last, but not least, the SP's covered wagons get their due, briefly, at the head of an Amtrak train.

As with other tapes from this producer, the historical research and narration are very good and worth the entry fee. There is not a lot of dubbed locomotive sound, with the narration being the audio for the most part. I found the transfers from 8mm or Super 8mm very good — seemingly as sharp as the originals and very clean. The full effect of the program is very good, with the visuals clearly bringing back memories of the SP as fans remembered it towards the end. Some purists might pout that there are sometimes still pictures here versus all action sequences. Are all locomotives and famous mainline locations here in the best professional imagery? No. Is this a worthy tape for SP fans? Yes. — *TOM KELCEC*

Passenger Trains of the 60's, Volumes 1-3

Green Frog Productions, 200 N. Cobb Parkway Suite 138, Marietta, GA 30062-3538, 800/227-1336; Vol. 1 — 35 minutes, $14.95;

Vol. 2 — 30 minutes, $14.95; Vol. 3 — 60 minutes, $19.95. Shipping: $5.00 first tape, $1.00 each additional. GA residents add 5% sales tax.

The 1960s were not the best of times for the passenger train. Patronage dwindled, much of the equipment was tired and old, and train-offs were frequent. It seemed as if the whole industry might well disappear, and many fans turned their attention elsewhere. Thankfully, though, some people were still out documenting the passenger train scene, even in this decidedly unglamorous era. Among those pointing their Super 8s at passenger trains was Lyle Key, whose films of the early-to-mid '60s make up this three-volume set from Green Frog. The quality of the film varies, but given the historic nature of much of the footage, and the technology of the times, most technical shortcomings can be forgiven.

Volume 1 starts out in Boston, with an interesting look at Boston & Maine's commuter trains, then focuses on the New Haven. Glimpses of such famed NH trains as the *Yankee Clipper* and *Merchant's Limited* highlight these segments. Then we move over to Memphis, for footage of the last day of service at Memphis Union Station, with trains from Southern, Louisville & Nashville and Missouri Pacific. The next segment features West Coast action on the Santa Fe, Union Pacific and Southern Pacific. A particularly nice sequence here features SP's Gaviota Trestle. *Volume 1* winds up with some neat coverage of the combined *Empire Builder/North Coast Limited*, and the *California Zephyr* on the Western Pacific.

Volume 2 focuses on the South, with extended segments in and around New Orleans and Atlanta. Particularly effective segments from New Orleans include looks at L&N trains like the *Pan American* and *Gulf Wind*, views of the St. Charles street cars, and some early 1971 scenes of the Southern. The Atlanta section of the tape includes a series of particularly nice views of the Georgia Railroad mixed trains, shot from the early '60s right through to 1976.

Volume 3 focuses on Birmingham, and environs, and includes some of the best filmography of the three tapes, along with some of the more interesting and fact-filled narration. Here we see trains from L&N, Illinois Central, Southern, and more, including a series of views that, taken together, provide a nice history of the latter days of Frisco passenger trains (including an amazing pacing shot of the *Kansas City-Florida Special* doing better than 80 miles-per-hour, according to the narration, and a nicely done scene of the *Sunnyland* threading through the curves at Oakwood, Alabama). Other interesting vignettes include Seaboard's New York-Birmingham *Silver Comet* and some rare scenes of trains picking up mailbags on the fly. In all, the three volumes of *Passenger Trains of the 60's* provide a worthwhile look back at an era of unrest in passenger railroading. Those with some interest in the topic will find much of value here. — *G.F.*

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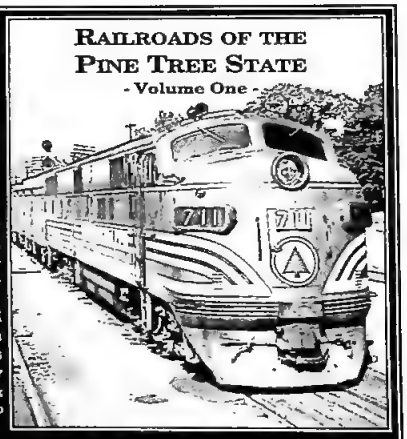

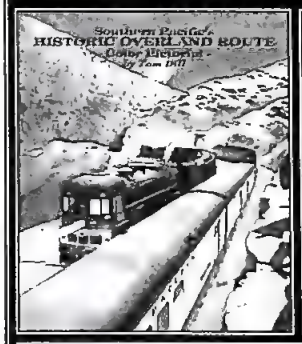

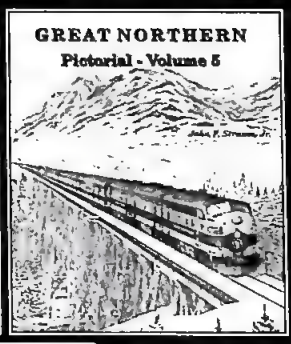

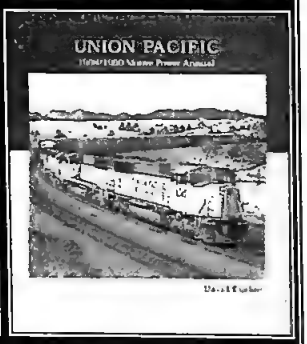

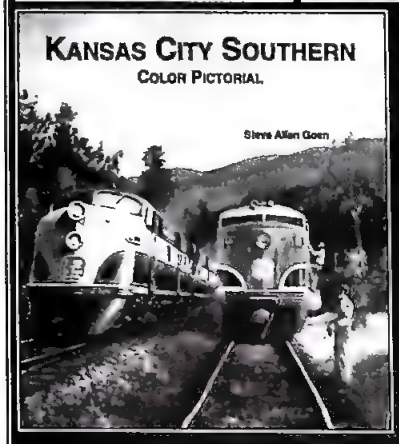

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Norfolk Southern

CAPACITY ENHANCEMENTS: With six months of experience operating its newly expanded system, Norfolk Southern has announced plans for a series of infrastructure improvements. Included are additional double tracking of key lines, connecting trackage to speed flow between NS and former Conrail territories and several yard enhancement projects.

Among the projects is additional double-tracking and improved signaling on the former Conrail "Penn Route" through Pennsylvania, (NS's main east-west route between northern New Jersey/Philadelphia and Chicago), including the double-tracking of a critical segment through the Harrisburg terminal area, a project that should be completed in the first quarter. Capacity enhancements are also planned in Ohio on former Norfolk & Western trackage from Oak Harbor to Bellevue to Columbus include 24 miles of double-tracking, an additional siding at Kingsway and signal enhancements at Bellevue yard. These projects are slated for completion in mid-2000. Another double-tracking project for mid-2000 will see four miles of second track constructed in Princeton, Indiana, speeding the movement of trains between St. Louis, Missouri, and Louisville, Kentucky.

Other projects coming on-line soon include a new intermodal terminal in Austell, Georgia, relieving congestion at the Atlanta terminals. The new terminal will be the largest on the Norfolk Southern system. In Buffalo, New York, rehabilitation of the leased Buffalo & Pittsburgh Railroad yard was recently completed, and the yard is in use. Likewise, the project to rebuild a portion of Bison Yard should be completed by the end of 1999. The new Rutherford, Pennsylvania, intermodal terminal is scheduled for completion in second quarter 2000. It will help relieve congestion at nearby yards in Harrisburg and Altoona, while improving fluidity along the Penn Route. A new Triple Crown Services terminal in Mitchell, Illinois, will increase the capacity of NS's St. Louis intermodal terminal. It should be completed in first quarter 2000.

The Cloggsville connection, planned at the outset of the Conrail merger, is scheduled to be completed by second quarter 2000. It will run between NS and the former Conrail line in Cloggsville, Ohio, allowing trains to bypass Cleveland's western suburbs and relieve congestion in the area. Another new connection, due at the end of 1999, from Ashtabula Harbor west toward Cleveland, will permit direct movements between the Pittsburgh-Youngstown line and the Buffalo-Cleveland route. All told, NS plans to spend $250 million on these infrastructure projects.

Amtrak

REEFERS AND REVENUE: Amtrak recently entered an agreement with Michigan-based shipping firm ExpressTrak for the handling of refrigerated produce on Amtrak trains. The partnership will provide up to 350 refrigerated boxcars capable of operating at up to 90 miles per hours. The first of the fleet of rebuilt 57-foot reefers is expected to go into service in April, with delivery completed by fall of 2001. The agreement comes on the heels of major growth in Amtrak's mail and express business, which saw revenues increasing by 18% in the last fiscal year, to $98 million. The company's total revenue for fiscal year 1999 increased to $1.84 billion, its highest level ever, while ridership increased to 21.5 million.

KEYSTONE UPGRADES: At a press conference in the restored Harrisburg station, Amtrak and representatives of Pennsylvania Governor Tom Ridge's administration announced a major expansion of the Philadelphia-Harrisburg corridor (currently known as *Keystone Service*, but soon to be relaunched as one of the *Acela Regional* routes). A five-year agreement between Amtrak and the Pennsylvania Department of Transportation will see some $140 million spent on additional service and upgrades for the growing corridor, which saw ridership increase from about 350,000 in fiscal year 1995 to nearly one million in 1999.

Among the plans are a major tie and rail replacement project — which will *finally* rid this corridor of its remaining jointed rail and allow 90-minute timings for the 104 miles between Philadelphia and the state capitol of Harrisburg. Stations, signals and catenary will also be upgraded, and two new stations will be built — at Harrisburg International Airport and Paradise (establishing a connection with the Strasburg Rail Road). Additional frequencies are planned, and, with the new *Acela Express* trainsets and HHL electric locomotives freeing up additional AEM7s, electric service will once again be provided to Harrisburg. Diesels have held down the runs in recent times, resulting in a time-consuming engine change in Philadelphia for through trains to and from New York.

STATION NOTES: After a $530,000 renovation, the historic Spartanburg, South Carolina, depot had its grand re-opening on October 30, 1999. The rehab — necessary after a 1996 fire caused the near-complete destruction of the facility — was done as a partnership between Amtrak, the state of South Carolina and the city of Spartanburg. Offices for the city's Chamber of Commerce and Convention & Visitor's Bureau are included in the station, which is served daily by the New York-New Orleans *Crescent*.

In an October statement by Senator Trent Lott, it was announced that Marks, Mississippi, would become an Amtrak-served town, with the *City of New Orleans* stopping there by the end of the month. Marks is about half-way bewteen Memphis, Tennessee, and Greenwood, Mississippi (the nearest current Amtrak stops), and has seen the daily passage of the *City* since 1995, when the train was routed off of the Illinois Central's Grenada Subdivision and onto the parallel Yazoo Sub.

COMMUTER RAIL

Metrolink

MORE CARS FOR L.A.: Southern California Regional Rail Authority, the operator of the Los Angeles's Metrolink commuter trains, has awarded a $47 million contract to Bombardier for 28 additional bi-level commuter cars. The company has already provided the agency with 119 of the cars, and is responsible for the maintenance of Metrolink fleet.

New Jersey Transit

AND THE SAME FOR N.J.: To provide relief for commuters on its growing service, NJ Transit will also increase its fleet of rail cars, adding up to 230 additional single-level vehicles in the next three years (along with additional diesel and electric locomotives as well) — with plans for another 200 new bi-level cars by 2005. Ridership has grown rapidly on NJT, especially on the "Midtown Direct" service, which allows Morris & Essex line trains to directly access New York Penn Station via a track connection near Kearny, New Jersey. Further growth is anticipated in the next two years with the opening of the Secaucus Transfer station (allowing Bergen County riders a direct route into midtown Manhattan, and central Jersey commuters better access to Bergen County) and the new Newark Airport Station. A contract was awarded to Alstom of Hornell, New York, for the purchase of 50 new cab cars and 80 coaches, with an option for an additional 53 cabs and 47 coaches. As for the potential bi-level order, NJT will require a custom-designed car that will fit through the Hudson River tunnels.

TOURIST LINES

Cañon City & Royal Gorge

ROYAL GORGE CAB RIDES: The Cañon City & Royal Gorge Railroad is now selling cab rides through Colorado's magnificent Royal Gorge. For the price of $75 per person, two "responsible" railfans per trip can purchase rides up front in the cab of CC&RG's former Chicago & North Western "Executive" F7s. The ride through the Royal Gorge may well be the most dramatic twelve miles of main line railroading in the country (see photo on **page 27**). The winding railway at the bottom of the the 1053-foot defile shares the narrow, 32-foot wide passage with the raging Arkansas River, thanks to the unique "Hanging Bridge." The railway and bridge were built by the Santa Fe, but were taken over by the Denver & Rio Grande at gun point during the "Royal Gorge War." Today, the Union Pacific retains trackage rights through the Gorge to access its "rail-banked" Tennessee Pass line. The CC&RG must get clearance from the UP dispatcher before each trip. The cab rides are limited, so the railroad does not advertise them. For reservations, call 888/RAILS-4-U. — *Tom Savio*

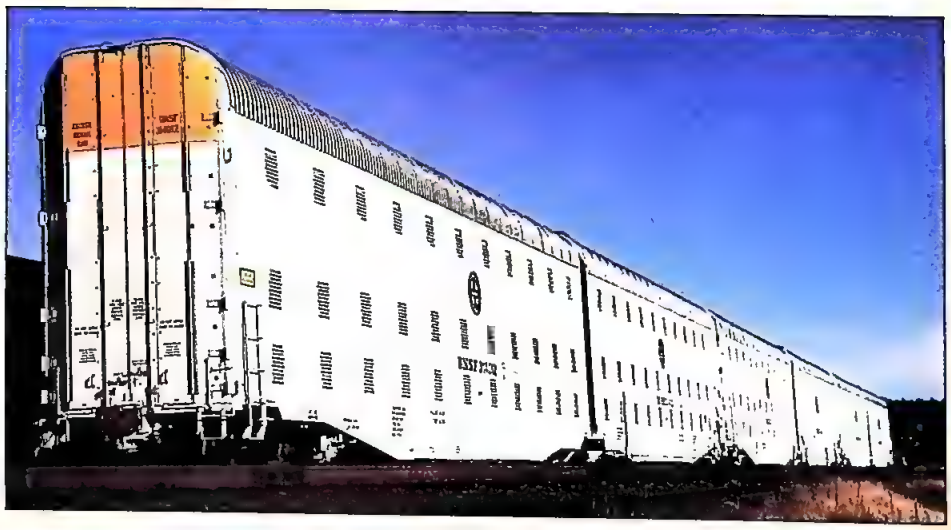
TOM SAVIO

Through the Gorge, In the Cab

The tourist-hauling Cañon City & Royal Gorge Railroad, which operates on twelve miles of the former Denver & Rio Grande Western line through the Royal Gorge out of Cañon City, Colorado, has begun to offer cab rideson the spectacularly scenic run. For the price of $75 each, up to two people can be accomodated in the cab on each trip. The view from the cab of the line's F7s shows the narrow cut the railroad shares with the Arkansas River. See **page 26** for more information.

Auto-Max Debuts

Portland, Oregon, based railcar builder Gunderson has introduced its new "Auto-Max" auto-rack car. Built in articulated pairs with an overall length of 145 feet, four inches and a height of 20 feet, two inches, "Auto-Max" is billed as the only car in the industry with the capability of carrying pick-ups and SUV's in a tri-level configuration. Interior decks are adjustable, allowing the car to carry any combination of vehicles. BNSF purchased the first batch of the articulated cars, with several more orders on the books. Three of BNSF's Auto-Max cars were seen at the Port of Portland before their September delivery to the carrier.



GREG McCOMMIC

MIKE HOPPE

Testing a Trio

In other BNSF new equipment news, the third unit of BNSF's order for three General Electric AC4400CW's stretches its legs on the GE test track at the plant in Erie, Pennsylvania, on October 10, 1999. No.5602, and sisters 5600-5601, were delivered to BNSF on November 11th, after several weeks of break-in running on CSX. The locomotives represent BNSF's first purchase of GE a.c. units.

STEPHANE ERIC BISSON

News from The Northland

On October 14, 1999, Quebec tourist line Hull, Chelsea & Wakefield (covered in the June 1999 R&R) ran a test run for its planned expansion of tourist passenger service from Hull to Montebello, over ex-Canadian Pacific trackage operated by the Quebec Gatineau Railway. The test train is seen passing the station at Masson/Buckingham Jct. (***above***). Ontario Northland's *Northlander* passenger service is once again threatened by government budget cuts. In response, ONR has trimmed costs by revising the schedule so that just one set of equipment is needed each day. With FP7A No.2002 on the point, the southbound *Northlander* makes the passenger stop in Huntsville, Ontario, on September 3, 1999 (***right***).

PIERRE OZORÁK

JOHN LEOPARD

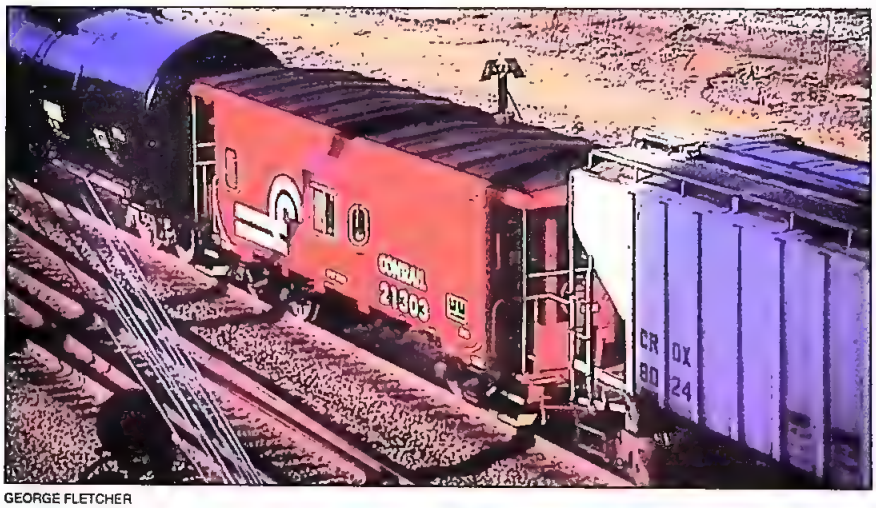
The Scenic Route

Congestion problems in the Chicago area — related to the absorption of Conrail by Norfolk Southern and CSX — have led Canadian Pacific subsidiary St. Lawrence & Hudson to detour its Chicago-Detroit-Montreal corridor trains. The CPR/StL&H overhead haulage trains had utilized a number of CSX and NS routes through Michigan, but delays persisted. Finally, the trains — including No.512, which runs from Chicago to Saratoga, New York, via Montreal — were rerouted over CPR lines via Minneapolis-Noyes-Winnipeg-Thunder Bay. On October 10, 1999, No.512 follows this roundabout routing as it detours through Homer, Minnesota, on former Soo Line trackage behind SD40-2 No.5614.

Trailer Train Express

Trailer Train Corporation, the company that owns the nationwide fleet of flat cars, operated a special train for employees and shippers, October 3rd through 10th. The special, which used a pair of Norfolk Southern Dash9-40CW's for power and 14 BNSF office cars, stopped for tours at various intermodal facilities en route. The train originated in Chicago and travelled first to New Jersey, then to Atlanta, then back to Chicago. On October 6, 1999, the train paused in Spencer, North Carolina, at the North Carolina Transportation Museum, for a servicing stop.

JIM WRINN



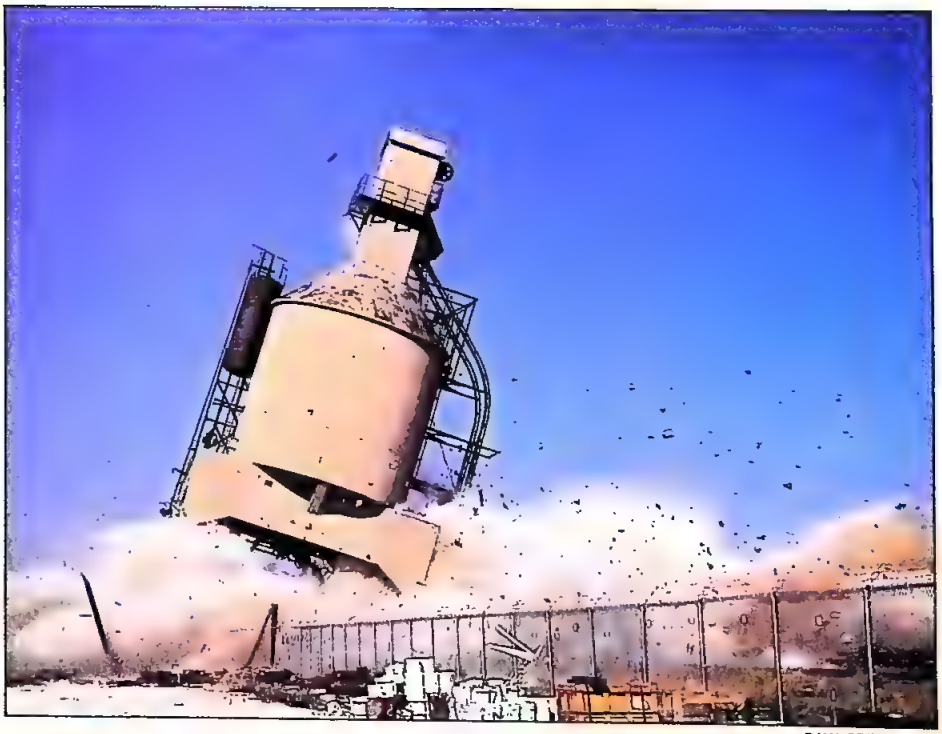
GEORGE FLETCHER

Return of the Red Caboose

Another color has been added to the Northeastern railroad scene with Norfolk Southern's decision to paint its Conrail Shared Assets Area cabooses in a bright red scheme similar to its own ex-Southern and N&W cabooses. To date, three former Conrail blue hacks have received the new NS dress — Nos.21280, 21300 and 21303 (seen on Pittsburgh-Allentown train PIAL in Harrisburg, Pennsylvania, on November 6, 1999). CSX is giving its Shared Assets Area cabooses a blue, gray and yellow treatment, with No.21241 completed so far. The three Shared Assets Areas, co-owned by NS and CSX and operated under the name Conrail, are located in Michigan, northern New Jersey and southern New Jersey.

Coal Tower Toppled

The skyline of Boone, Iowa, was changed in rather dramatic fashion on September 18, 1999, when the coaling tower in the former Chicago & North Western yard was demolished in a controlled explosion. Carney Demolition Company handled the task, employing a paste-like explosive substance called Dynogel to fell the structure. The tower, the last of its kind on the C&NW in Iowa, proved tougher than expected: It took a second round of charges to finish off two of the structure's legs.



JOHN F. SULLIVAN

DANA GREFE

Laurinburg & Southern Update

North Carolina short line Laurinburg & Southern has undergone a few changes in the time since it was featured in the August 1998 RAILFAN & RAILROAD. The line itself has been sold to short line operator Gulf & Ohio (Nash County, Yadkin Valley, Georgia & Florida), while the locomotive leasing service has been assumed by Johnson Rail Service. The only notable change under G&O ownership so far is the assignment of G&O-painted (with L&S sub-lettering) SW1500 No.9525 to the line.

Crossing the

It was one of those days when God was creating the Earth. He was working on Texas as darkness fell at the end of the day and had to quit.

He gave the Great Plains of West Texas a smoothing stroke and said to Himself, "In the morning, I'll come back and make it pretty like the rest of the world, with lakes and streams and mountains and trees."

But next morning when He returned, it had hardened like concrete overnight. As He thought about having to tear it all out and make it over, He had a happy thought. "I know what I'll do," He said, "I'll just make some people who like it this way."

And that is how it came about that the people who live in the Panhandle like it this way.

From a fable by George Autry; Panhandle-Plains Historical Society Review

IN PART TWO of Santa Fe's crossing of the Texas Panhandle, we take a look at the busiest part of the railroad: the east-west crossing consisting of the Panhandle Subdivision east of Amarillo and the Hereford Subdivision through and west of Amarillo.

First, let's go to school for a little Texas Railroad History. The Santa Fe entered the Texas Panhandle in 1887, building to Panhandle City ("City" has since been dropped, and the location is now known as Panhandle). This is part of today's east-west line, built as a branch line southwest from Wellington, Kansas, beginning in 1887. The Southern Kansas Railway of Texas built from the Oklahoma-Texas line to Miami in 1887, then from Miami to Panhandle City in 1888. There, the Fort Worth & Denver City Railroad halted them.

In 1888, after months of negotiation, the Southern Kansas of Texas built a short line to Washburn to connect with the FW&DC. An agreement was reached with the FW&DC to run from Washburn to Amarillo over trackage rights, thus allowing the Santa Fe into the main city of the Panhandle. The FW&DC had reached Amarillo in 1887 becoming the first railroad to reach the new city. The Santa Fe could go no further for some time though. It wasn't until 1899 that the Pecos & Northern Texas Company extended the rails to the New Mexico state line. In 1908, this branch line became a transcontinental main line.

The Santa Fe finally entered Amarillo from the east on their own rails in 1908 coming from Panhandle. That year is also when the Belen Cutoff was opened between Belen and Clovis, New Mexico. Now Santa Fe freights had an easier grade for crossing the Continental Divide, and could by-pass Raton Pass and the steep grades there. The opening of Santa Fe's new passenger depot at Amarillo in 1910 signified a new beginning for the railroad across the Panhandle. This line across Texas became the transcontinental freight line for the Santa Fe, which it remains today.

Amarillo East: The Panhandle Subdivision

East of Amarillo is the Panhandle Subdivision. The Panhandle Sub is on the Amarillo Division and extends from Wellington, Kansas to Eastern, Texas. Westbound trains that enter

Texas Panhandle

Part 2
The East-West Lines

by Keel Middleton

DASH 8-40CW 865 AND GP60M 114 lead train Z-MEMRIC1-25 up the 0.6% grade through Hoover, Texas, on a hot September 26, 1997, afternoon. The train originated in Memphis, Tennessee, and will arrive in Richmond, California, after traversing the Texas panhandle.

Texas at Higgins have been struggling up a 16-mile-long grade from just east of Shattuck, Oklahoma, to just east of Higgins. This grade is not over 0.6%, but slows down most trains on their westbound trek.

Through Higgins, westbounds have a slight reprieve as the grade descends slightly from milepost 426 to milepost 429.5. From just west of Higgins, the railroad rolls over a couple of hills and then begins another five miles of a long uphill battle to a point one mile west of the end of two main tracks (local verbiage for double track) at Coburn. The end of two main tracks is at MP 438.2 in the barren landscape of West Texas. From MP 439, westbound trains have a nice reprieve from the constant uphill trek across Texas. Trains run down a long hill to the Canadian River at MP 453. This grade never exceeds 0.6%, but it slows many eastbounds to a crawl for the 14 miles. Most grades in the Panhandle tend to be long grades. The rolling hills of the Midwest are far behind trains as they cross Texas.

From just east of Higgins to just west of Glazier, U.S. 60 is on the north side of the tracks nearly parallel to them. For those traveling this route, when you go through Glazier, look to the north at the only intersection in town. The northwest corner of this intersection has two depots on it. The original Glazier depot burned down in 1946, and was replaced by one from Hoover. That depot was blown away in 1947 by the same tornado that got the Higgins depot. The last depot was moved in from Exell on the Boise City line and used at Glazier until retired in 1959. The depot from St. Francis was also moved in after the tornado, and was used as a section house until it, too, was retired in 1959. Both were sold and used as a filling station for a time. They are connected now and used as a residence. Between Higgins and Glazier, keep a sharp eye out for wildlife in this barren area — a large herd of antelope has been seen grazing along with the cattle in this area. Quite often, the antelope can be seen just to the south of the tracks west of Higgins.

From just west of Glazier on a hill, the road and railroad separate for a short distance. Look east from this hill, and a fantastic view of the railroad can

AT THE WEST END OF CLEAR CREEK SIDING, eastbound train H-BAMC1-21 (priority manifest from Barstow, California, to McCook, Illinois) is trailing Dash 8-40CW 939 with four more Santa Fe units and Conrail GP40-2 3313 on April 23, 1997, at milepost 452.7 of the Panhandle Sub** *(left)*. **The train has just crossed the Canadian River amd U.S. 60 and is starting its 15 mile climb to the top of the hill at Coburn as it rounds a 50-m.p.h. curve. Panhandle was still double-track ABS territory on June 9, 1995, which explains why the hot Q-LAWS1-08 was stopped on the South Main at MP 526.3 waiting on the westbound P-DTEP1-07 (premium train from Detroit to El Paso with parts for the Ford plant in Mexico) to cross over** *(below)*. **The P-DTEP is led by GP60M 139 is running against the current of traffic as it approaches Panhandle on the South Main track. The station serves as the Chamber of Commerce offices.

be seen. If you are lucky enough to be there in the afternoon, wait on a westbound and the shot should be a prize-winner. The next time the railroad is seen is seven miles later, when the highway goes under it just east of Canadian. In this space, the Santa Fe passes through the long siding of Clear Creek. While Clear Creek is rather scenic, it is not accessible by the public. The only access for Santa Fe personnel is by a very sandy access road, which is difficult even for them. Some of the siding can be seen from a road on the south side of the tracks that leads to Lake Marvin. There is a nice view of the line crossing the Canadian River on the east edge of Canadian on a 1578-foot-long, ballast-deck, plate-girder bridge. It can be seen from both ends easily. The view from the west end can be seen clearly from a city park. The old highway bridge is between the current U.S. 60 bridge and the railroad. It used to carry a gas line across it, and is inaccessible, as there is no decking of any sort on it. There is talk, though, that it may get decking and become part of a trail.

As westbound trains cross the Canadian River, the scenery makes a marked change. Between Shattuck, Oklahoma, and Canadian, Texas, the scenery is sand hills and sagebrush. The closer to Canadian, the more sagebrush and the hills are gently rolling. After crossing the river, though, the trees are much thicker and the sand hills become more sandstone hills. They are much more dramatic also with small cliffs in many locations. This terrain will last until the track reaches just east of Pampa, about 45 miles southwest of Canadian. The trees only last a short distance to Miami, about 25 miles. This area can be very pretty in the fall when the cottonwood trees turn to a bright yellow. The railroad climbs westward from the Canadian River to west of Pampa, a distance of 48 miles, with only a short flat area west of Miami. The grade is never more than 0.6%, but makes a definite impact on handling a train. Almost all westbounds are in "run-8" from Canadian to Pampa unless they stop or go into a siding. Eastbound trains are usually in dynamic braking from the east edge of Pampa to Canadian. The railroad follows the Red Deer Creek valley between Canadian and Pampa. Red Deer Creek, as with many of the creeks in the area, is usually dry. When it rains though, be on the lookout for flash floods in the creek beds.

If you are watching trains from Canadian, there is a talking hot box detector at MP 459.4, just west of Canadian. There is another one east of Clear Creek at MP 447.1, but it is difficult to hear from Canadian. It usually can be heard east of it better at Glazier. Also be aware that the Santa Fe changes radio channels at Canadian. East of Canadian to Gerlach, Oklahoma, the railroad uses AAR channel 55 (or 160.935 MHz). From Canadian to Amarillo, they use channel 36 (160.650 MHz).

The original county seat depot at Canadian

PHOTOGRAPHY: KEEL MIDDLETON, EXCEPT AS NOTED

was destroyed several years ago. It sat on the south side of the main line near the east crossing in town. A new depot has been built which sits on the north side of the railroad across from the location of the old depot. It is a small brick structure that is used by the maintenance-of-way people.

Canadian at one time was a crew change point, being about 100 miles east of Amarillo and 100 miles west of Waynoka. Crews began running through Canadian back in 1956, one of Santa Fe's first run-throughs. The terminal had a large roundhouse and yard, with two tracks remaining, along with the lead to the former roundhouse site. They are used for local industry and for storage of m-o-w cars. Since the siding at Canadian is about three-and-a-half miles long, dispatchers like to make meets here, along with the four-mile-long Clear Creek siding.

From Canadian to the east end of the siding at Lora, the highway is quite a distance from the railroad. Trains are out of view from U.S. 60 from about the middle of Canadian to the east end of Lora. There is only one crossing in the entire distance of 16 miles. It is a rural road that leads to the old town of Mendota, west of the present Mendota siding. Original Santa Fe cattle pens are still located along the main line at this crossing. The Mendota section house was torn down about 1989, and the section water tank shoved over. The tank is still laying there at Mendota, the only remnant of the station. Between Canadian and Lora, if you are driving Highway 60, be sure to look to the south on top of a high hill. The dinosaur that you see will not attack. It's only a statue, though it definitely fits in with the surrounding landscape. If you do venture off the highway to Mendota, again be on the lookout for wildlife. White tailed deer are abundant in this area, as are a large flock of turkeys. Coyotes, hoot owls, red-tailed hawks, bobcats, raccoons, opossums, armadillos and rattlesnakes may also be seen. This is their land and the people that are here are merely passing through. They have gotten used to the warbonnet-clad machines that pass through and disturb their land 70 or so times per day, but other intruders are a little abnormal.

***JUST WEST OF MIAMI** a trio of SDF45s (5980, 5978 and 5970) leads BN/ATSF Tulsa-to-Barstow run-through train 1-668-25 at MP 479 on June 26, 1991, years before the BNSF merger (above). The colors of the merger that didn't happen are displayed by SPSF-liveried GP30 2775, in the siding at MP 475.7 on September 23, 1993 (below). The Roberts County courthouse serves as the backdrop for the Waynoka-to-Amarillo local. From near the site of the Kingsmill station, a westbound Kansas City-to-Amarillo manifest train behind SD40-2s 5134 and 5139 and SD39 1574 accelerates to 55 m.p.h. on the North Main track (bottom). Kingsmill is the industrial area west of Pampa.*

Between Lora and just east of the two main tracks at Codman, U.S. 60 runs along just a few yards south of the Panhandle Sub. There are several nice places to shoot trains from along the highway. The highway and railroad enter the town of Miami right next to each other beside the Miami airport. Miami was named after Miami, Ohio, an Algonquin Indian name meaning "Sweetheart of the Plains." While passing through Miami, notice the depot, which has been moved to the south side of the highway and made into a museum. Also note the Santa Fe water tanks — one of them is painted for the Miami Warriors high school team. You are presently in Roberts County, Texas. Miami

***THE LOCAL FROM PLAINVIEW** is just a caboose hop as it returns to Amarillo at Lubock Junction in West Canyon on January 27, 1990, behind GP38-2s 2330 and 2127 (above). In 1990 the BN abandoned its own track into Plainview and began using the Santa Fe from Amarillo. East Cuyler Lake, which is usually dry, stretches out in front of Dash8-40BW 540 on June 9, 1995 (below). The White Deer elevator is in the distance. The dawn of March 28, 1995, finds Dash8-40CW 890 on train Q-NYLA1-27 stopped on the main line at the west end of Glazier at MP 445 of the Panhandle Sub (opposite).*

is the only town in the entire county. That fact alone attests to the vastness of the Panhandle and the fact the not many people live here outside of a few large towns.

Just west of Miami, the road and railroad make several curves that can yield nice photographs. There is also another talking hot box detector west of Miami at MP 479.7. Since the tracks lie in a mostly north-south alignment here, morning shots are best of trains in either direction. The area west of Miami is wide open, and trains can be seen a long distance off. In this area west of Miami, the highway leaves the railroad for a short distance to the west end of Pampa. The highway climbs to the top of a hill that Panhandle residents call the "Caprock". The Caprock is where the valley of the Canadian River ends, and the High Plains begin. From atop of the Caprock, westbound trains can be seen for five miles. This is a very panoramic view of the Red Deer Creek Valley. Due to the limited rainfall in the Texas Panhandle, the grass in this area is usually only green from April until mid-July. After that, it begins to turn brown due to lack of moisture. Every once in a while, the Panhandle will receive enough rain during the summer to keep the grass green until early November.

Codman is another point that is inaccessible by the public. In order for Santa Fe maintenance people to reach the end of two main tracks at Codman, they must drive in on eight miles of Santa Fe access roads from Hoover. If it has rained, they get to walk in from the east, which is about two miles. Codman is also the east end of CTC-controlled two main tracks. Presently, the west end is at Fort Sumner, New Mexico, giving BNSF some 233 miles of two main tracks for this segment.

While Codman is not accessible, Hoover is. There is a nice panoramic view of Hoover from atop the Caprock as the county road descends into Hoover from the south. To get to Hoover, take the Hoover road off of U.S. 60 about five miles after leaving the tracks west of Miami. This is a paved road with nice views from both sides of the tracks. Again, between Hoover and Pampa, the railroad is inaccessible except by Santa Fe access roads. Although some of the more adventurous might like to use railroad access roads, I *highly* recommend that you stay off of these: There is a maximum security prison along the tracks east of Pampa, and it can be a bit embarrassed – or worse — to be asked to step out of your car at gun point by prison guards!

Just west of the Hoover turnoff, the highway crosses an abandoned railroad grade. This was the Santa Fe branch line between Pampa and Clinton, Oklahoma, that was known at one time as the Clinton & Oklahoma Western (the "COW"). All but about four miles of this line was pulled up in 1981. Those four miles still exist from the east edge of Pampa eastward to deliver oil field drilling products to the Haliburton plant east of Pampa. U.S. 60 does not parallel the

tracks again until the west end of Pampa, but turning off at the east end of Pampa on Loop Hwy. 171 will reward the photographer with a nice view of the railroad. This is the beginning of Red Deer Creek and the railroad is topping the Caprock just west of the highway overpass. The location just west of the overpass was known as East Pampa for many years, but now is called CP 4973. It is a crossover between the two main tracks and the control point for the east end of the north siding. Also at this point, the COW main line went east from a yard track. The COW yards were to the south of the main line, but have since been pulled up, except for one track.

Pampa is the largest town between Wellington, Kansas, and Amarillo, with a population of over 21,000. The Pampa depot sits along the railroad near the Cuyler Street underpass and is still in use by the railroad, although closed as an agency. It is an unusual version of a county seat depot built on two levels as the railroad was raised to go over Cuyler Street just west of the depot. (The former Fort Worth & Denver depot is along U.S. 60 on the south side toward the west part of town, but the railroad was abandoned many years ago and pulled up.) There is a daily mid-afternoon local that goes on duty at Pampa and runs to Amarillo. The power is brought out of Amarillo on the L-AMA0051 daily except Saturday. Another job, L-AMA0043 goes on duty at Pampa daily except Saturday. (On Saturday, it goes on duty at Amarillo and makes a turn to Pampa.) It handles the local work and interchange for the Panhandle Northern at Panhandle. Usually, westbound manifest train M-KCKAMA (Kansas City to Amarillo) will set out the cars for area shippers at Pampa.

Between Pampa and Amarillo, U.S. 60 nearly parallels the tracks on the south for the entire 50 miles. There are some large industries between Pampa and Amarillo that are served by the railroad. The Cabot Corp. is the first one encountered westbound. It is a large carbon blacks plant located two miles west of West Pampa on the north side of the railroad. There is another talking hotbox detector near Cabot at MP 503. Next is the IRI International plant that makes oil field pipe and gets an occasional car of scrap iron also on the north side of the railroad. A little further west and on the south side of the railroad is the large Hoescht Celanese Chemical plant at Kingsmill. The plant is switched by Omnitrax Switching Services with a pair of Geeps of Chicago & Northwestern heritage. They can usually be seen during the day along a county road on the east side of the plant. The switcher usually goes to work about 4:00 p.m. They interchange cars with the Santa Fe along the side of U.S. 60 in the evening. There is also a chance to see a coal train here, as there is a coal loop at the west end of the plant. There is usually one train per week delivered here from Colorado. The train will usually have run-through Union Pacific power. In the past, four Rio Grande or Southern Pacific tunnel motors had the chores of bringing the C-PUEKMH (Pueblo to Kingsmill) trains of CELX hoppers to the plant. Now, about anything that UP uses in coal service can be seen here, especially the AC4400CWs and SD90MACs.

A little west of Kingsmill is what is left of the Skellytown depot. Skellytown was at the end of a ten-mile industrial spur built from White Deer to serve the oil industry. It was abandoned about 1983. The abandoned roadbed can be seen going north out of White Deer. West of White Deer is the station of Cuyler. During wet periods, there are a pair of lakes that form east and west of the elevator. They are know as "East & West Cuyler Lakes". U.S. 60 swings south away from tracks around the lakes. Much of the time, these lakes are dry, but when the weather goes into a rainy pattern, they can get up to six feet deep and a mile in diameter. The railroad cuts through the middle of both lakes. West Cuyler Lake has been pumped out in the past to keep water levels away from the track.

At Panhandle, the Santa Fe interchanges cars with the Panhandle Northern Railroad. The PNR uses the former Borger Sub of the Santa Fe. They travel 28 miles north to Borger where several chemical and carbon blacks plants are located. Borger once had the distinction of having the longest depot on the Santa Fe, although it has since been demolished. The PNR usually arrives at Panhandle in the early morning hours, around 4:00 a.m. Occasionally, their gray-and-yellow, ex-Southern Pacific SD9s can be seen in daylight hours at Panhandle. The ATSF depot at Panhandle is a large brick depot that serves as the Panhandle Chamber of Commerce. A couple of blocks north of the depot is the Square House Museum. It has a former Santa Fe caboose on display and a railroad operator's display as well as other railroad artifacts. About two miles east of Panhandle is another talking hotbox detector at MP 522.9.

Crossing through this area at night in the spring, it is common to see many flashing lights out in the fields. For those not aquatinted with agriculture, this is a grain-growing region that is mostly irrigated. Those flashing lights are on irrigation pumps that are in operation. Irrigating at night serves the needs of the grain the best, as there is less evaporation then. These irrigation wells are very deep wells. Many are in the 500-foot range.

West of Panhandle, is the Pantex wye. There is a large nuclear plant north of the railroad called Pantex, with a seldom-used

***PRIORITY MANIFEST TRAIN 1-38-27 rolls through White Deer at MP 513.5 on June 28, 1992** (above). **Another elevator is located at Umbarger, where SD40-2s 5084, 5053, 5095 and 5035 lead train 1-198-13 on May 14, 1990** (below).*

industrial spur. Many of the nuclear energy trains that Santa Fe used to run either originated or terminated there. Just east of the Pantex wye is Control Point 5382. There are several crossovers between Pampa and Eastern, all with romantic names like CP 5382. (For those not aquatinted with railroad nomenclature, CP 5382 means that you are at MP 538.2.)

West of Pantex is St. Francis and the Iowa Beef plant. From there, through Amarillo and into Canyon was covered in Part One of this article in the January 2000 R&R. We will jump to Canyon on the Hereford Subdivision to continue the trip across the Panhandle.

Amarillo West: The Hereford Subdivision

West of Canyon, looking to the south, one can see for several miles across the plains, as there is a long shallow depression in the landscape. It seems as though you could see Mexico. Trains run across the two main tracks through Umbarger to Dawn, Joel and to Hereford, which was the end of two main tracks until September 27, 1999, when the additional segment of second track was cut in from Hereford west. At Umbarger, the tracks make a nice curve that offers a great opportunity to photograph the entire train in one frame. Umbarger and Dawn both have small towns and grain elevators that can be seen for miles across the flat landscape. If you haven't guessed, this is cattle country. Hereford is named after Hereford cattle. Another cattle name on the Hereford Sub is the town of Bovina, originally named Bull Town (more on this location below).

There are several large feed lots from Hereford west to the New Mexico state line. Grain trains may originate at Amarillo with the symbol G-AMAAMA (Grain train, Amarillo out and back to Amarillo) making a turn to Hereford, Summerfield, Black or Friona to serve these feed lots. Many times a grain train will come from Kansas City as a G-KCKAMA and then become a G-AMAAMA at Amarillo taking milo to the feed lots for the cattle to eat. This is also sugar beet country. Agriculture plays a big part of the Panhandle's economy. East of Amarillo, the agriculture is mostly grain such as wheat and milo. West of Amarillo, it is cattle and food crops such as sugar beets, potatoes and onions. Sugar beets are sometimes loaded at Dawn, Summerfield, Black and Friona. Just west of Hereford is a Holly Sugar plant that uses sugar beets to produce sugar. Hopper car loads of sugar beets are not rare in these parts of Texas. Some of them move to Colorado to the Holly Sugar plant at Holly. The depot still stands between the main line and U.S. 60 at Hereford, and is still used by the railroad as the base for a road switcher crew and a section crew.

There are many industries around Hereford, all related to either the cattle industry or the general agriculture industry. There are also several crossings in Hereford that will allow good photography of trains passing through town. The tracks make a sweeping S-curve at the west end of town that can be a good location to shoot trains, especially in the afternoon. These large feed lots make interesting backdrops for train photos. Just east of Hereford is a talking hotbox detector at MP 595.7. Also at Hereford is another road switcher that works around the town most of the day. Occasionally, a local will originate at Hereford to run to Clovis.

At the west end of Hereford, the highway goes under the Holly Sugar spur and continues to parallel the main line on the north side. The next few stations are simply sidings and grain stations. Summerfield and Black both have large elevators to serve the feed lots in the areas. West of Summerfield is a large grain elevator for a feed lot called Peavey Grain. It is at MP 610, two miles west of Summerfield. For several years, there has been an 80-ton, GE center-cab engine at the far south end of their track. (I have never seen this light blue GE used, but it could be I suppose.) Hereford and Black both have large Santa Fe water tanks next to the tracks. From just west of Hereford to the center of Friona, the old highway used to run along the south side of the main line. There are still places where there is part of the road as a county road, such as at Black.

Continuing further west is Friona. Friona gets its name from the Spanish word, "frio," meaning cold. The Friona depot is sitting in a downtown park and is in a restored condition on the outside. It has been well kept since its move from the side of the tracks. (A few years ago, a train was hit by a tornado at Friona, scattering trailers all over the railroad. Summertime on the plains can produce violent thunderstorms and tornadoes. Heed the weather warnings in the Panhandle or you may wish you did!) Just east of Friona is another talking hotbox detector.

West of Friona is Parmerton. At the east end of Parmerton is a large beef packing

***EASTBOUND TRAIN Z-LACWSP1-05 crosses U.S. 70 and the border between New Mexico and Texas behind BNSF Dash9-44CW 4758 and Santa Fe Dash8-40CW 888 in Texico, New Mexico, at MP 647.3 of the Hereford Sub** (above). **Neon marks the Santa Fe's presence in Clovis, New Mexico** (below). **Loaded coal train C-DVML2-09 rolls along just after sunset on September 10, 1993, at Canyon** (bottom).*

TERRY LaFRANCE

plant belonging to Exell Beef. The M-KCKBAR (Priority Manifest from Kansas City to Barstow) trains usually stop here or Hereford to pick up cars of frozen beef for the west coast. West of Parmerton is Bovina, which has a curve through town and large grain elevators on the north side of the track that can make a good backdrop for photographing eastbound trains. The Bovina depot is sitting in a field north of the railroad near Texico, New Mexico, as a residence. It has been extensively rebuilt.

Texico is a station on the Texas-New Mexico state line. Its exact location has moved over time. Originally, Texico was the passenger station just over the New Mexico line. On the Texas side is the town of Farwell. Farwell was the freight station for the paired towns. The two-story, concrete-and-stucco Texico passenger depot was torn down in the late 1980s, and the Farwell freight depot no longer exists either. Farwell was the east leg of the wye for the Slaton Sub, while Texico was the west leg of the wye. Trains between East Texas (Temple, Slaton, Sweetwater, Houston, etc.) and Clovis used the west leg of the wye. The trains for Fort Worth used to use this line to Sweetwater or Brownwood until the BNSF merger. Now they travel the Hereford Sub to Amarillo.

Currently, the location of Texico is a set of crossovers on the Texas side, while West Texico is on the New Mexico side. CP 6468 is the east leg of the wye to the Slaton Sub. Trains C-BTMMLT/E-MLTBTM (Powder River Basin Black Thunder Mine to Mill, Texas) or trains C-CKMMLT/E-MLTCKM (Powder River Basin Coal Creek Mine to Mill, Texas) use this leg of the wye daily to get between Amarillo and Mill, Texas, with their coal loads for the Southwest Public Service plant near Mill. CP 6476 is the turnout to the west leg of the wye on the New Mexico side.

There is a sharp curve right on the state line that restricts trains to 30 m.p.h. through Texico. Be sure, if you get this far west, to go into Clovis and view the Santa Fe operations there. Clovis is a crew change point and also the location where the Carlsbad Sub enters the main line. Trains from the Carlsbad Sub are usually unit potash trains. The crews that work the Hereford Sub all come from Amarillo. Amarillo to Clovis is the shortest crew district on the former Santa Fe Transcontinental main line at 103 miles.

The Hereford Sub does not have the steep or long grades that the neighboring Panhandle Sub and Clovis Sub have. (The Panhandle has Curtis Hill — a 13-mile grade that exceeds 1.0% westbound, and the Clovis Sub has Mountainair grade, which exceeds 1.20% eastbound.) Most of the Hereford Sub has grades that are 0.5% and 0.6%, with a short hill that is 0.8% westbound just east of Black, and a short 0.7% eastbound just west of Wilsey.) The Hereford sub is all CTC-controlled, two main track territory.

The Santa Fe main line is one of the busiest freight railroads in the United States as it passes through the Panhandle, making the region well worth a visit. And if you get tired of shooting trains on the Santa Fe, you can always head over to the former BN — or the SP, or the Panhandle Northern, Texas Northwestern or Southwestern — to observe and photograph. Take lots of film!

MARK PERRI

Photo Line 1

Winter Along the Rails

GARY SCHERMERHORN

FRANK POWELL

***PATTERNED AFTER THE JOURNEY** in the children's book of the same name, the Cuyahoga Valley Scenic's annual* **Polar Express** *trains transport children on an evening trip to the "North Pole" for a visit with St. Nick. FPA4 No.14 does its best Rudolph with a trainload of children on a suitably snowy December 1998 evening (top). Milwaukee 4-8-4 No.261 puts its muscle into a runby on a February 1996 Scranton-Tobyhanna excursion on the Delaware-Lackawanna featuring a former Canadian Pacific wedge plow (right). In a scene often repeated throughout the winter — and sometimes the spring and fall — in upstate New York, the crew of Delaware & Hudson local SC-1 put their muscle into cleaning out a switch in South Troy on March 10, 1996, the snow's scenic beauty no doubt the last thing on their minds (above).*

KEVIN BURKHOLDER

GERRY SIRES

***SUSQUEHANNA TRAIN NDTV-6C** waits in the hole behind B40-8 No.4004, as DHT-4, a double-stack Hanjin train, rolls by on Conrail's Southern Tier main at Glen Rock, New York, on February 6, 1993, the engineer's open-window salute indicating a moderate temperature — at least by upstate-New-York-in-February standards (top). Kicking up the snow as it clips its way west on a sunny but cold post-blizzard January 10, 1999, Union Pacific SD40-2 No.3207 rolls past the station at Rochelle, Illinois. The power, trackage and station seen here are all former Chicago & North Western (left). Taking to the rails on board Delaware & Hudson U33C No.757, "Santa" picks up his Christmas orders from Debbie Cross, agent at the railroad's Cobleskill, New York, station. Northbound freight WR-1 provides transportation for Claus on this December 1973 afternoon (above).*

RICHARD J. ALLEN

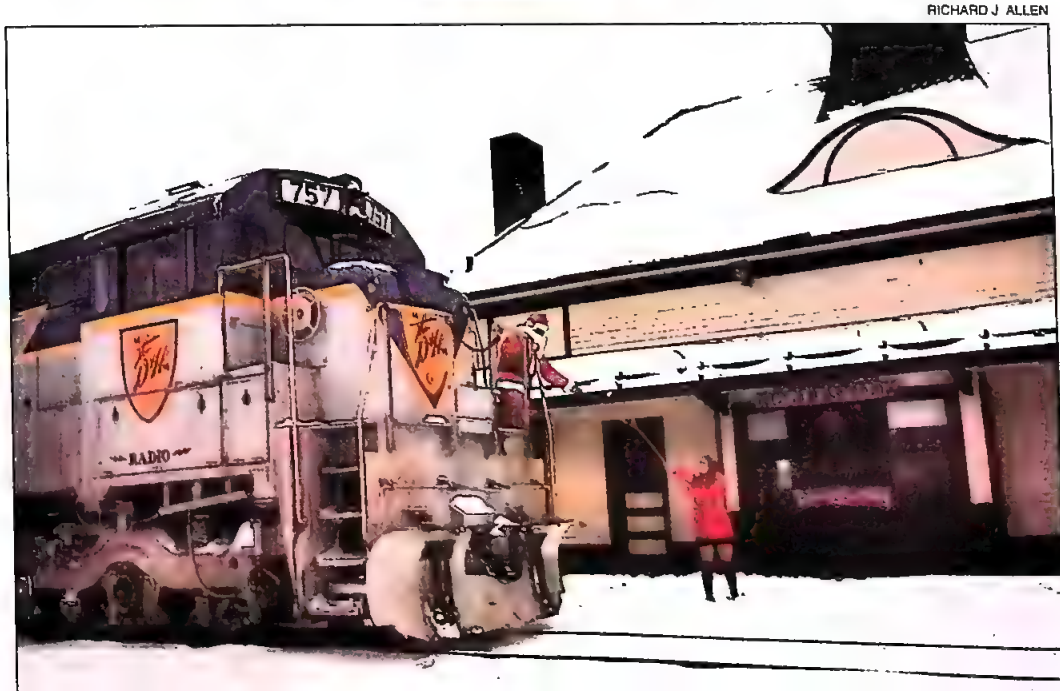


Photo Line I

Winter Along the Rails

***SHOWING EVIDENCE** of having fought some stubborn tumbleweeds in addition to the snow, Amtrak Dash8-P40B No.835 leads train No.5 — the westbound* **California Zephyr** *— back into daylight at Winter Park, Colorado, after exiting six-mile-long Moffat Tunnel on January 4, 1997 (right). Cowls in the snow: Wisconsin Central F45 No.6654 hustles train No.40 through Lake Villa, Illinois, on March 7, 1999. Heavy snows the day before led to numerous outlawed trains along the WC, including the CN haulage train seen here behind SD60F No.5513, waiting for a new crew to complete the trip to Chicago (below). F40 No.374, back in Amtrak service after a brief tour of duty on the* **Florida Fun Train**, *assists Dash9-P42B No.25 in battling heavy snow at Lancaster, Pennsylvania, on March 14, 1999. The units are westbound on train No.41,* **The Three Rivers**, *and sport a healthy consist of express and passenger equipment (bottom).*

DON KALKMAN

MARK HOFFMAN

JAMES BOEGER

STEVE BARRY

KEVIN BURKHOLDER

***A LONE COMMUTER** watches Conrail GG1 4822 kick up a light dusting of snow as it leads a freight westward under Pennsy wire at Princeton Junction, New Jersey, in January 1977 (above). At Hanover, Pennsylvania, on CSX's former Western Maryland "Dutch Line," GP30 No.4237 and a Jordan spreader rest up on the evening of January 4, 1994, in preparation for the next day's snow clearing battle (right). A late season snow fell overnight on March 24, 1997, leaving a coating in Colorado's Arkansas River Gorge the next morning. Southern Pacific AC4400CW No.361 leads coal train SVSGC east of Cotopaxi, Colorado, at 7:30 a.m., as the warmth of the rising sun begins its work of melting nature's previous efforts (below). Baltimore & Ohio GP9 No.6514 steps carefully through the freshly-fallen snow near Mt. Jewett, Pennsylvania, with the Marienville Branch local on a winter day in 1977 (below right).*

GEORGE FLETCHER

LESTER JORDAN JR.

Photo Line I

Winter Along the Rails

STEVE BARRY and DARRELL ARNDT

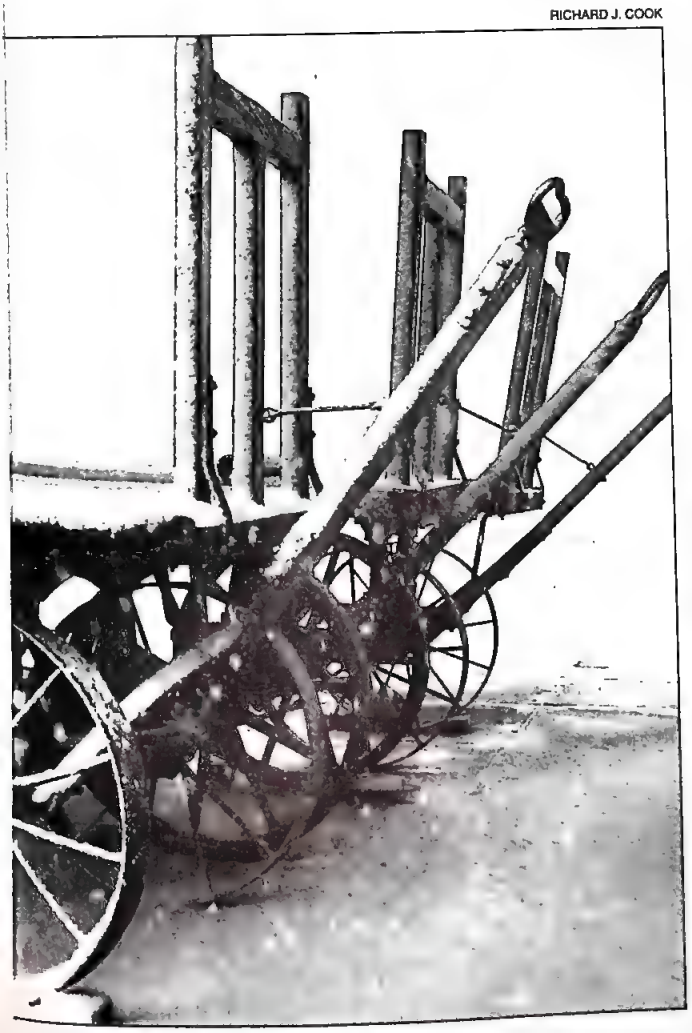
VINCENT LEE

LATE DECEMBER, BACK IN '63, a Jersey Central F-unit A-B set roll a freight past 45th Street in Bayonne, New Jersey. It's a far-from-warm morning in North Jersey, as the crunching snow under the A-unit, and the ice build-up on the B-unit will attest *(above)*. ***The halls are decked at the Kennett Square, Pennsylvania, headquarters of the Delaware Valley Railway on December 17, 1994, as GP9 105 rests during the holiday season*** *(left)*. ***On January 8, 1996, during what came to be termed the "Blizzard of '96" in New England, a string of Metro-North m.u.'s are hard at work at East Norwalk, Connecticut, on the commuter railroad's New Haven Line. Both MN and Amtrak (which shares the line) provided limited service throughout the storm while nearby I-95 was closed, as were the outlet stores in the former hat factory adjacent to the tracks*** *(left)*.

GEORGE FLETCHER

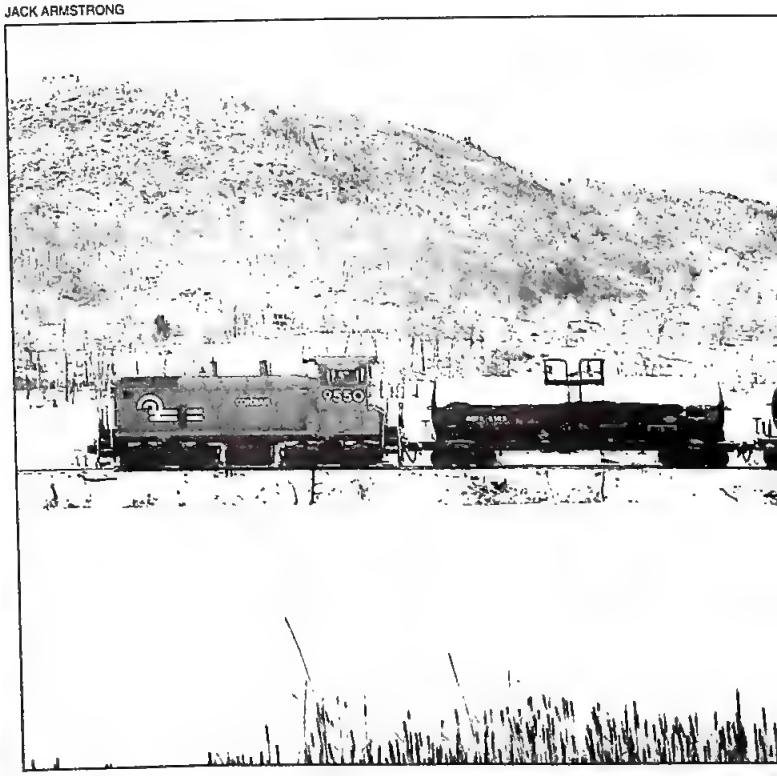
JIM SHAUGHNESSY

RICHARD J. COOK



***A PAIR OF CANADIAN PACIFIC's husky 2-8-2s pause at the water tanks in Cookshire, Quebec, on a frigid January 26, 1957, morning, as horsepower of another kind hauls a wagon-load of coal for heating local furnaces** (above). **A line-up of baggage carts awaits the next call to duty as the winter snow swirls along the platform in a late '60s scene at the Grand Trunk Western station in Battle Creek, Michigan** (left). **Conrail SW1500 No.9550 is in charge of Pittsfield, Massachusetts, based local WNPI-10 as it skirts the edge of frozen Hoosac Lake on the North Adams Secondary at Chesire, Massachusetts, on November 19, 1980. A few years later, the line would be sold to Guilford, then subsequently abandoned** (below).*

JACK ARMSTRONG



James J. Hill Days

Milwaukee 261 helps celebrate the empire builder

by James P. Bell

BNSF DASH9-44CW 4375 pulls Skytop observation car **Cedar Rapids** *back to Wayzata, Minnesota, from Howard Lake during Wayzata's James J. Hill Days on September 12, 1999. The* **Cedar Rapids** *proudly displays its heritage of bringing up the markers on the Milwaukee's* **Hiawathas** *(below).*

WAYZATA, MINNESOTA, knows how to throw a street party. On September 11 and 12, 1999, the citizens of this Twin Cities suburb closed off their main drag through town, organized a parade, and invited a superstar. The superstar this year just happened to be a steam engine — restored Milwaukee Road 4-8-4 No.261.

It seemed only appropriate that the town's annual summer festival should be railroad oriented. The celebration is named for the founder of the Great Northern Railroad, James J. Hill, the builder of empires who opened Minnesota and the northwestern United States to settlement in the late 1800s. Hill also played a large part in the development of Wayzata in the 1870s and 1880s.

"This was the 25th annual 'James J. Hill Days,' and we wanted it to be a special event," said Diane Wilson, director of the Wayzata Chamber of Commerce. The Chamber is headquartered in the former Great Northern depot which was granted to the city by the Burlington Northern in 1976.

Wilson credits Belle Davenport, President of the Chamber, for first thinking of inviting the Milwaukee Road 4-8-4 to town for the festivities. It didn't take community leaders long to realize that the steam train would be a memorable highlight of the street fair. The locomotive is stored and maintained right in Wayzata's back yard in Minneapolis.

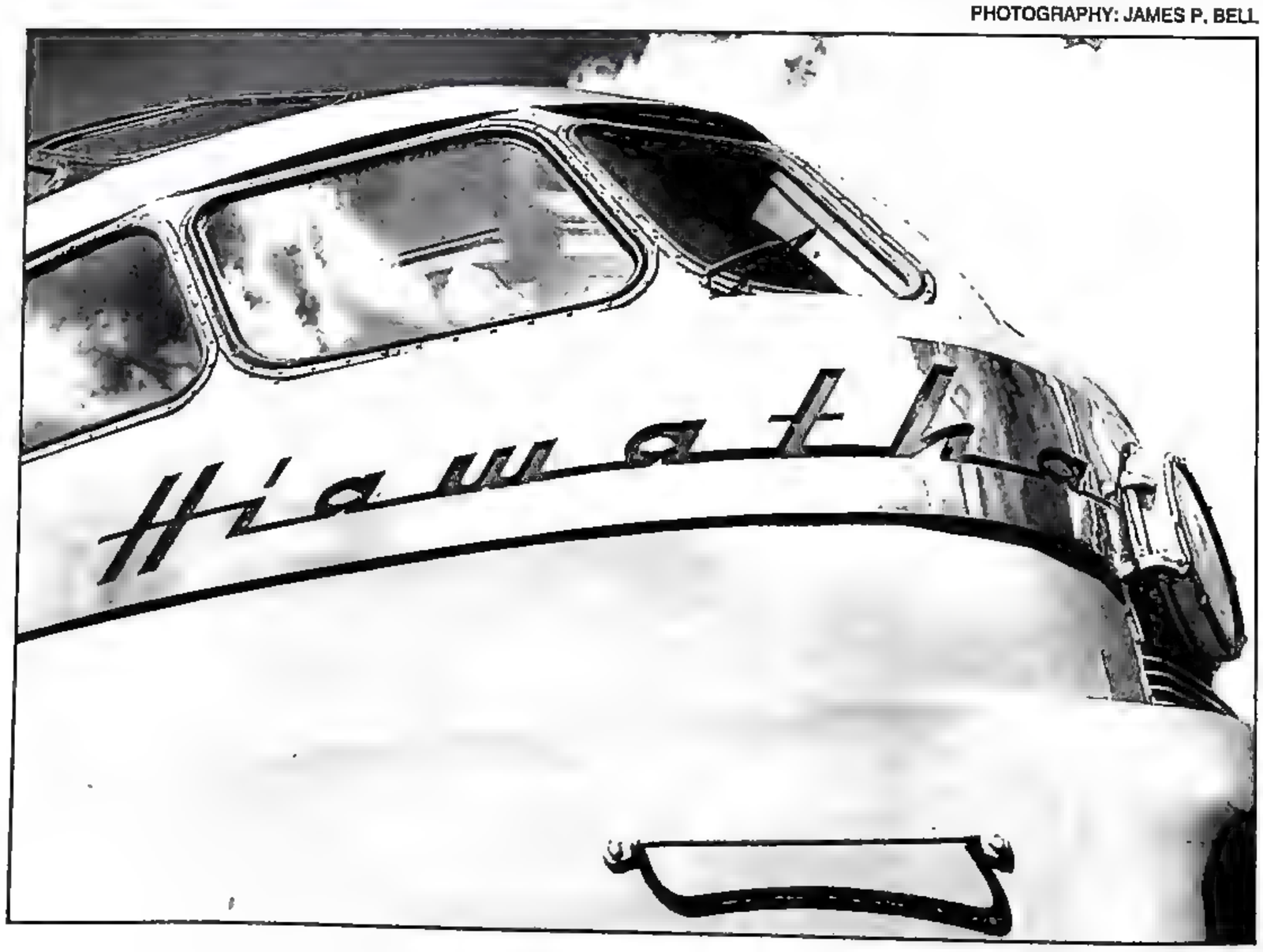
Edina Realty pitched in with major sponsorship of the steam train's excursions from Wayside. "We searched for an event that would set this year's celebration apart," said Keith Anderson, one of Edina's agents. "Steve Sandburg of the Friends of 261 put together a budget, and we organized this thing in less than 90 days," Anderson added.

In the end there wasn't much time for published advertisement of the trip. Many railfans learned of the 261's appearance by posting of the information on the "Friends" web site.

The excursion trains ran twice daily on Saturday and Sunday. The morning run left Wayzata, traveled eastbound to Minneapolis Junction, and returned for a round trip of 30 miles. The afternoon's run at 2:30 p.m. took the westbound train out to Howard Lake and back, a 60-mile round trip. Because the train could not be turned, a new BNSF GE C44-9W diesel provided power at the end of the consist for the pull back to Wayzata. The diesel was coupled at the end of the train to the latest acquisition of the Friends of 261, Milwaukee Road skytop lounge *Cedar Rapids.*

Between excursions on Sunday

PHOTOGRAPHY: JAMES P. BELL



afternoon, No. 261 shared the spotlight with a parade down Lake Avenue. The local high school marching band led the parade and, between musical pieces, imitated the sound of a diesel locomotive horn with their instruments. Antique bicycle clubs, a steam tractor called the "Swedish Snowmobile," and a local dog club were just some of the participants in an eclectic Minnesota parade. Garrison Keillor would have found good material for his radio show out of St. Paul. An impressive sight was the "Wayzata Senior Westies Walking Club" which consisted of 100 West Highland Terriers with red bandanas around their necks. The dogs were on leashes and walked beside their owners.

Anderson estimated that close to 10,000 people attended the festival each day. Ms. Wilson stated that at least 2600 rode the train over the four excursion runs. There appeared to be standing room only in the baggage cars as the train left Wayzata Sunday afternoon.

It would be hard to find a more perfect setting for a street fair celebrating railroading. The old Great Northern main line, now the BNSF, runs parallel to Lake Avenue, Wayzata's main street. The tracks are bounded on one side by the shores of Lake Minnetonka and on the other side by the avenue. Upscale shops and restaurants face the lake as they line the picturesque street. Sailboats and classic cruisers dock at a pier near the depot.

It was the very placement of the tracks along Lake Avenue that set the community against James Hill. Charlie Schoene, a local rail historian, thinks the citizens of Wayzata just got "too big for their britches" in the 1890s. The city filed suit in 1891 against Hill and his railroad. The city wanted the tracks moved further north, away from the avenue. There may have been complaints about the noise of railroad switching at night on the increasingly busy Great Northern. It was during this time that Hill was pushing his line west through Montana and Washington to the Pacific coast.

Wayzata lawyers claimed that the Great Northern broke a state law concerning the distance railroad tracks must be from a body of water. Hill stated that if he lost the legal dispute, he would move the depot a mile west of town for the next 20 years.

Hill lost the suit and moved the depot. Schoene thinks Hill was unjustly accused of responsibility for placement of the railroad placement. The tracks were laid in their present position through Wayzata in 1867. Hill did not assume leadership of the old St. Paul & Pacific, precursor to the GN until 1869. The people of Wayzata still held Hill accountable. But they also began walking one mile out of town to catch the trains back to Minneapolis.

The folks of Wayzata soon saw the error of their ways. Tom Wise, a boat builder and friend of Hill's, convinced the railroad to bring the Great Northern depot back into town. In 1906, Hill rebuilt the Wayzata depot in its present location. The 20 years of walking a mile to catch a train and Hill's revenge were brought to an early conclusion.

In the 1890s Wayzata was a playground for the wealthy of Minneapolis-St. Paul. Great Northern trains brought families seeking sport and relaxation to the many hotels and cabins in Wayzata and along Lake Minnetonka. Hotels like the *Lafayette* and *Del Otero* were grand, with wide verandas to catch the lake's breezes.

Steamships plied the clear waters of the lake, carrying passengers from Wayzata to other hotels along the shore. James Hill owned many of the steamships and lodges on Lake Minnetonka. He also invested heavily in farms and experimental stations in the area which taught farmers how to grow cattle and crops that would be resistant to drought.

The hotels are gone today. Most of these grand wooden structures burned in fires. The *Del Otero* was one of the last, surviving until 1948. Wayzata serves now as an upscale bedroom community for Minneapolis-St. Paul.

During the Great Northern's passenger train heydays, the *Western Star* stopped at Wayside, but the *Empire Builder* streaked on through, usually at night or early in the morning. Today the BNSF line is freight only. Amtrak's *Empire Builder* today takes the old Northern Pacific route from St. Paul to Fargo, North Dakota.

Anderson was complementary of the BNSF and its part in the festival. "The railroad bent over backwards in helping us," he said. "After all," added Anderson "they blocked their main line for the better part of two days during the daylight hours. The Cargill plant also gave up some service."

Will the Milwaukee steam train return next year? That remains to be seen according to Anderson and Wilson. Anderson said, "This was the biggest attendance we've ever had." Railfans can only hope that No.261 remains healthy and available for a repeat performance as a local, home-grown super star of a steam engine.

***IN ADDITION TO STEAM EXCURSIONS, other highlights of Wayzata's James J. Hill Days include a parade featuring the local high school band and an antique bicycle club** (top). **The star of the show was Milwaukee Road 4-8-4 261, powering excursions on both days of the event. The 261 was steaming out of Wayzata bound for Minneapolis Junction on September 12th** (below).*

Acela Testing Begins in New England

By Leo King

PHOTOS BY AUTHOR EXCEPT AS NOTED

***DURING TESTING** on October 6, 1999, the* **Acela Express** *trainset undergoes pantograph adjustment in the Kingston, Rhode Island, yard while Northeast Direct train No.175 rolls by on the main.*

THE LATEST CHAPTER in the unfolding story of Amtrak's new *Acela Express* high-speed service is that the first of the new trainsets to arrive in New England began testing in Rhode Island on October 6, 1999. Two days earlier, it arrived in Boston following a ferry move from Philadelphia. The trainset, which will eventually travel at 160 miles an hour, arrived in the Bay State capital during the early morning hours and was immediately stored on Track 6 inside the new service and inspection building.

On October 4th, when the train first arrived in Boston, F40s 268 and 247 led the blue-and-silver train down the Dorchester Branch, arriving at Southampton Street Yard at 2:35 a.m. It had left Philadelphia some nine hours earlier, departing Philadelphia's 30th Street Station shortly after 6:00 p.m., on October 3rd. The same pair of diesels stayed with the train during the early testing.

The train backed off via the "15 Switch" and went straight to Southampton Street's Track 6 in the new service and inspection building, a two-track facility built especially for the high-speed trains. The train was tucked away at about 3:15 a.m. Some grooming and further preparation was carried out there to make ready for Wednesday's first day of tests.

The train consisted of power car (engine) 2003 followed by First Class coach 3200, Business Class car 3507, an unnumbered and unnamed car, Business Class cars 3508 and 3506, car 3401 and power car 2001. They were in the same order on the test days, with the 2001 on the west end. The F40s were paired back-to-back on 2003's nose.

Let the tests begin

The first day of testing began around 3:30 a.m. when conductor John Hague and engineer Don Lacey, Sr., with an army of technicians, took the train from Boston's Southampton Street Yard with two F40s in the lead, and went westward to the yard in Kingston, Rhode Island, where they made ready to begin.

Most of the first day was spent running back and forth at various speeds — under catenary power — between Kingston and Warwick, Rhode Island, on Track 2, between regularly scheduled trains. A balky pantograph on the westward facing electric engine, 2001, resulted in the train going back to Kingston yard where repairs were made. By the time the repairs were made, the crew outlawed and the train was left in Kingston overnight. (Each *Acela Express* engine has two rooftop pans. The trailing pan was the troublemaker.)

Another crew worked the train the following day. It brought new problems — like popping and cooking Davisville interlocking signal fuses as well as Slocum and other catenary fuses. Eventually, the train returned to Southampton Street Yard, around 7:45 p.m. and tied up for the night.

Look out, here it comes

The *Acela Express* testing came just a few days after an October 2nd public demonstration introducing electric train service to New England with AEM7 No.934 and three Amfleet cars. It was an early start on that Saturday for veteran railroaders Hague and Lacey, who also worked this demo run. Their workday began at 5:00 a.m. in Southampton Street Yard as they moved the AEM7 test train to Kingston Yard, just as they had during the previous couple of weeks worth of zipping back and forth between Kenyon and Davisville testing the new electrification. This day, however, would be special: There would be no 30- 60- or 90-miles-an-hour testing today. Today, it would be the real thing.

They picked up their train along with a pair of F40PH's, Nos.271 and 258, and traveled west to West Kingston as an extra. The big-wigs were at West Kingston's restored century-old station, and while Amtrak's assistant board of directors

vice chairman Michael Dukakis, Amtrak's High-Speed Rail vice president David Carol and other dignitaries were orating on this sunny, 70-degree day, Hague and Lacey were making ready at MP 152, Carolina Curve, to start their high-speed run to arrive on cue at 1:30 p.m.

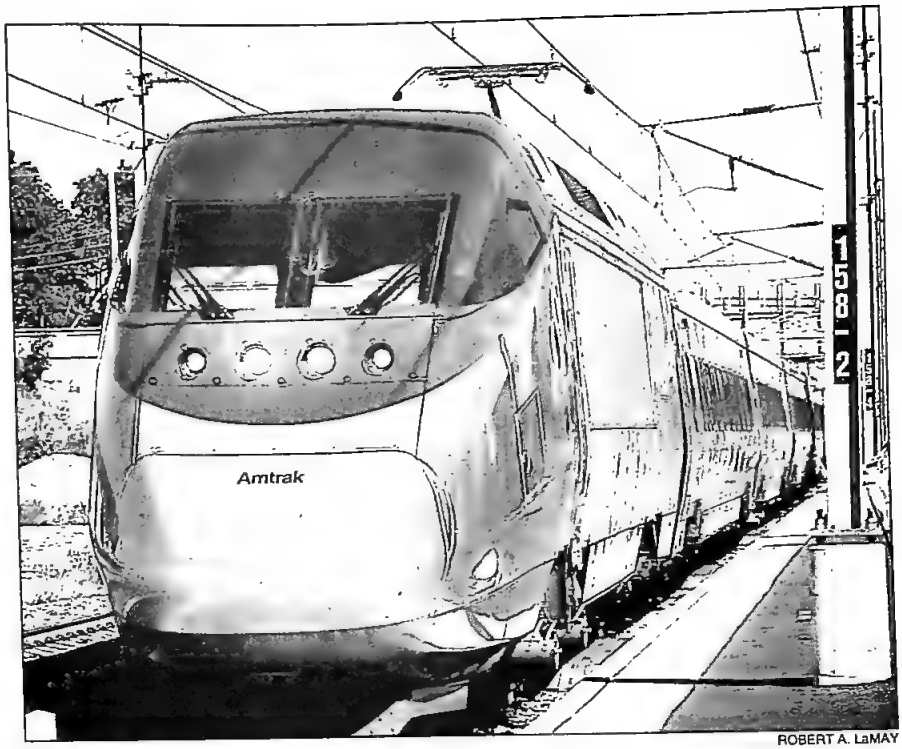
It is about six miles from Carolina Curve to the West Kingston station, and by the time the political figures and railroaders quit their remarks, Lacey was roaring east on Track 2 in the 934, running solely under catenary. Its diesel protect engines had been left at home in "the barn," an empty track, in Kingston Yard.

This was show time. This was the first public show of an electric train, using three completely refurbished former Amfleet coaches (81000, 82000 and 81002) which will eventually enter Amtrak *Acela Regional* service.

As Lacey and the train approached the station, he let loose with a long, sustained blast from the AEM7's horn. In the blink of an eye, at around 110 miles an hour, the train roared past the onlookers, who had been warned by officials to stay far behind the yellow platform line. Good advice, as it turned out. Standing in line with the "cat" poles, I was rocked by the wind that followed. Even the local media who were present were exhilarated by the speed, the accompanying wind — and the silence before the train arrived.

After the inaugural train flew by, Hague and Lacey stopped not quite two miles east, then backed up to the station so the 200 or so well-wishers could walk through the three-car train. The newly-reupholstered seats are cushy, there is matting under the carpet that makes for pleasant walking, and other amenities, like wall outlets in the Business Class cars for laptop computers. The cars are equipped with folding-edge tables, so folks who are a little bulky will have more room to squeeze into the seats.

Steve Alleman, the electrical engineer in charge of installing the catenary, said the corridor would be open for initial electric train service of two *Acela Regional* round trips some time in January.



ROBERT A. LaMAY

Acela Express *trainset testing at Kingston, Rhode Island, October 11, 1999, under new catenary.*

OLD WORKHORSE F40 No.274 and upstart Acela Express *high speed train face off in Kingston.*

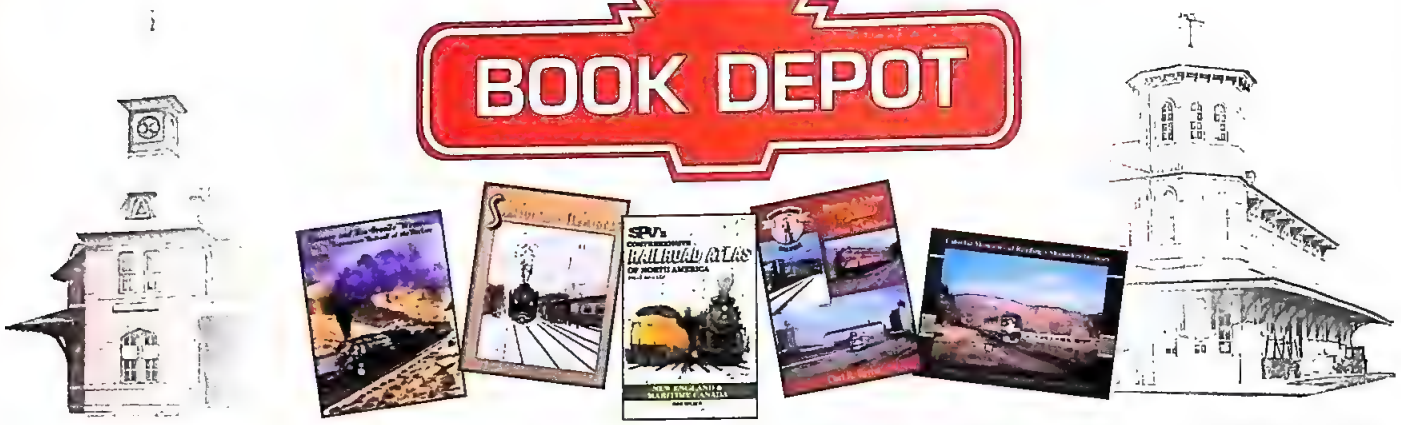
Wiring the route

Electrification has been progressing at a breakneck pace between New Haven, Connecticut, and Boston. Getting the poles, supports, messenger and contact wires up has been no easy task. Some places, like Carolina Curve, set deep within a rock cut, were especially hard to do. Most of the right-of-way is atop granite, so setting the poles in place became far more difficult than expected.

Little by little, though, the substations have come on line, and with them, energized catenary. Branford (Connecticut), Warwick (Rhode Island) and Sharon (Massachusetts) substations came on line in June. A Metro-North extension between New Haven Station's Fair Street interlocking (MP 72.7) and a phase break some half-mile east of the division post, near MP 73.5, was energized in July.

On August 18, the "cat" was energized between the Richmond switching station in Rhode Island at MP 150.1 and the Warwick substation, MP 176.6. The New London substation came on line September 17th. On October 4th, the overhead wires were powered up from the Norton, Massachusetts, substation (MP 198.8) to the Sharon sub at MP 212.0. — *Leo King*

BOOK DEPOT



NEW! Denver & Rio Grande Western: Superpower Railroad of the Rockies (A17302), *LeMassena.* The renowned steam locomotive expert takes a look at the Rio Grande's standard gauge steam in the "big power" era. Profusely illustrated in both black & white and color. 112pp hardcover $28.95

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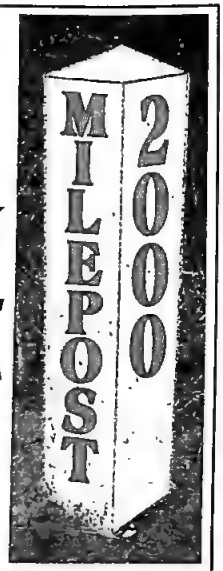
The Video of the Century MILE-POST 2000



Already mature by 1900, America's railroad system has undergone vast changes in the century now passing. Motive power technology, engineering advances, the passenger train dilemma, mergers, and regulatory reform are among key factors which shaped the industry into it's Year 2000 form.

Now sit back and contemplate a glorious panorama of one hundred years: Grand Pageant of Railroads; Richmond Treat as three steam passenger trains hit the triple level crossing simultaneously; eloquent Congressional testimony by the president of the bankrupt New Haven on the need for regulatory reform; Tri-level auto racks, Doublestacks and other advances in freight transport; and dozens of trends such as creation of new regional and short lines, revitalization of the commuter train, and automation of control facilities.

MILEPOST 2000 forms the first hour of this two-hour Special Edition of Railroad Video Quarterly. The second hour includes: U.P. Doubleheaded Steam to Railfair; TIOGA CENTRAL; Pittsburgh's final PCC run; Ohio Central's Boy Scout connection (it has merit!); Post-Conrail survey of happenings; Alcos in the Atacama Desert; British Mainline Steam Highlights for 1999, and other short subjects.

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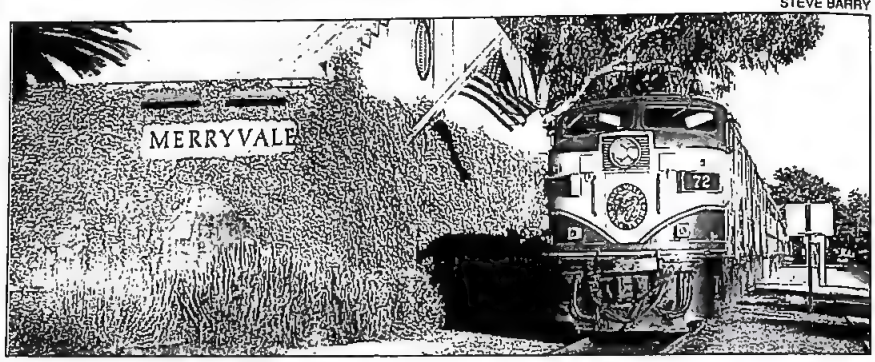
On The Menu

News and detail on dining by rail

by JAMES D. PORTERFIELD

Three bangs and a whimper

STEVE BARRY



NAPA VALLEY WINE TRAIN *FPA4 72 leads the famed dinner train past one of the many fine California vineyards of the valley on June 27, 1999. The Wine Train achieved two significant milestones in 1999 — it marked its tenth anniversary on September 16th and will carry its one millionth passenger sometime in December.*

THE DINNER TRAIN INDUSTRY ended the 1900s on mostly impressive notes. On September 16, the *Napa Valley Wine Train* (*www.winetrain.com*) celebrated its Tenth Anniversary in style, including offering wine and champagne all around on that day. In ten years, it has grown from being made up of two dining cars and a kitchen car to a consist that now includes three parlor cars, a wine tasting car, a deli car and a 1950s-era glass-topped vista-dome car. The Tenth Anniversary celebration saw the addition of an open-air excursion car, the *Silverado Trail*. An extensive array of events, including on-board wine tastings, private luncheons, selected vintner offerings, and winery tour packages, have made the *Napa Valley Wine Train* perhaps the crown jewel of the dinner train scene. It was voted one of the top 20 finest railroads in the world by the International Travel Society, and is on many gourmets' and wine-lovers' short list of must-see places when in California.

Incidently, if you are in the area around the holidays, you might want to try becoming the *Napa Valley Wine Train*'s one millionth rider. "We anticipate that person will present his or her ticket sometime during the third week of December," says publicist Bonnie Graber of Ketchum Public Relations. "The lucky rider will enjoy a trip for two on Amtrak's *Coast Starlight* from Los Angeles to Seattle."

Meanwhile, in October, preliminary operations began on the Indian Head Central Railway, one half hour south of Washington, D.C., in Indian Head, Maryland. By spring of this year, the Indian Head Central will include a five-to-seven car dinner train on its roster.

This, combined with the announcement by Coe Rail, operators of the *Michigan Star Clipper* in Walled Lake, Michigan, of another major dinner train in the Dallas-Fort Worth area, foretells a net plus — to more than a dozen — in the number of major, year-around, first-class dinner trains operating in all regions of the United States.

But these positive developments were muted by the recent demise of the *Broadway Dinner Train* out of Nashville, Tennessee, itself in operation more than ten years. That event has generally been attributed by railfans in the area to declining ridership. But such a "cause" is often nothing more than a front door, behind which, when opened, is found a complex batch of issues that resulted in poor end results. Questions concerning a failed business always include whether or not the train and its schedule, menu and operating procedures were competitive; whether adequate and appropriate advertising was in place; whether the price and the experience matched; whether the train's location and predictability of operation were appropriate to its market and, behind all of these issues, whether the management team was up to its tasks.

It is to address such issues that a group of interested dinner train operators has been quietly putting together an informal gathering, a conference if you will, tentatively scheduled for April 2000 in Bardstown, Kentucky, home of R.J. Corman's *My Old Kentucky Dinner Train*. It is the nearly simultaneous brainchild of Bob Andrews of the *Newport Dinner Train*, Ken Bitten of the *Liberty Limited* dinner train (and of the new operation in Maryland), and Bob Perry of *My Old Kentucky Dinner Train*. Each of these men, and other operators, as well, who are already committed to attending, are determined to build a larger, more steady and profitable ridership — one such as has been seen on the *Napa Valley Wine Train*. Attendees hope to focus on such issues as these:

- Is a dinner train a railroad operation? A

PLEASE SEND correspondence concerning ON THE MENU directly to James Porterfield, 763 Cricklewood Drive, State College, PA 16803.

RAILFUN

by CURT KATZ

SOMEWHERE ON AMTRAK, NEW YEAR'S EVE.....
WHY ARE WE STOPPED IN THE MIDDLE OF NOWHERE?
WE'RE HAVING A Y2K PROBLEM.
OUR LOCOMOTIVE HAS TOTALLY RESET TO 1900.
WHAT HAPPENED?! HOW DO YOU RESTART THIS THING?
AND AS IF THIS WEREN'T BAD ENOUGH, THERE'S NO FIREMAN.

restaurant? A catering event carried out under extreme circumstances?

• Can — and should — a dinner train's equipment serve as a stationary dining facility when it is not in operation over the line?

• Do ridership patterns dictate a standardized menu, or call for a varying menu?

• How, and how generously, should the train be staffed?

• When is it appropriate to cancel a scheduled run? What should the operator do when a cancellation is made?

Like the annual meetings of dining car superintendents of old, the conference will be an excellent opportunity for present and future dinner train operators to address common concerns, learn from past successes and failures, and perhaps better integrate their marketing so that they jointly benefit from each's operation. It would not be a surprise to see emerge a code of conduct and operations that will both guide and police the practices of all dinner trains so that diners, whether railfans or the general public, will know they can count on a good meal, a fun time and a safe and pleasant operation, no matter which of the many dinner trains around America they board.

And did you see this? It had to happen sooner or later. Ridley Pearson, an accomplished and prolific writer of thrillers, recently elevated the position of dinner trains on the list of recognizeable pop culture phenomena by opening his novel, *The Pied Piper*, on an unspecified dinner train. References to departing Seattle, lurching and offering cheap champagne tells us it is not the *Spirit of Washington* (which departs Renton, Washington, operates on a working railroad and offers a fine selection of libations). Thanks are due Pearson for calling the attention of his hundreds of thousands of readers to our little corner of the world.

Calling All Railfans — A busy 2000 calendar has me hosting a number of rail events you might find edifying. First up, a four-day, three-night "Romance of the Rails" trip offered by Penn State University's Alumni College. This weekend-long educational excursion is open to anyone, including fans of other Big Ten schools, and departs Washington, D.C., onboard Amtrak's *Capitol Limited* on February 11th for Chicago, and returns via the same means — romantically enough — on February 14th.

Then, departing May 17th from Los Angeles, I will give talks on board the *American Orient Express*' seven-day, six-night "Pacific Coast Explorer" excursion, to arrive in Seattle on May 23rd. A return engagement is scheduled on the *American Orient Express* out of Vancouver, British Columbia, to Montreal on the "Great Trans-Canada Rail Journey" from July 23rd through July 31st.

June 15th through the 18th find me hosting Penn State Altoona's annual Railroad Heritage Conference, co-sponsored by the Railroaders' Memorial Museum. This year's conference, which looks at "Railroading in the New Millennium," will feature presentations on forthcoming locomotive technology, freight and passenger service and high-speed rail. Held this year in Amtrak-accessible Erie, Pennsylvania, at Penn State's Behrend Campus, plans are to spend one of the days at GE Transportation Systems, complete with a guided tour of the company's locomotive manufacturing facility and a talk by representatives of GE's locomotive research and development team.

The finishing touches are still being applied to my serving as host on a Holiday Vacations' Rail Adventure package, but I have my sights on a "British Columbia by Rail" excursion.

Information or registration for the Romance of the Rails tour and the Railroad Heritage Conference can be arranged by calling the office of William Curley at Penn State's Altoona campus at 814/949-5048. For details on the aforementioned Dinner Train Conference, contact Jim Porterfield at 814/238-7989. For the *American Orient Express* 2000 schedule, or for reservations, call 888/759-3944 or see your travel agent. To learn more about Holiday Vacations' 2000 Rail Adventures, call 800/826-2266. More railfans among the mix of guests would be a welcomed sight on all of the excursions listed.

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New product news and reviews

CALENDARS

Calendar Call

Here is the final installment of our annual review of railroad-related calendars.

The ***Railroad Museum of Long Island 2000 Calendar*** features 14 black & white, mostly vintage views of the Long Island Rail Road's operations. Steam power and Alco diesels predominate in scenes from throughout the Island, some of which date back to the 1910s. The calendar grid includes significant dates in the history of the line — and some interesting facts surface here. The calendar opens up to 11"×17" and sells for $7.00, plus $1.95 shipping. Order from Railroad Museum of Long Island, P.O. Box 726, Greenport, NY 11944, Attn: Calendar Sales.

The Baltimore & Ohio Historical Society offers its ***B&O 2000 Calendar***, featuring 14 color photographs of the railroad in the late steam-early diesel era. Important dates in B&O history are included, and the scenes include such historic subjects as the final Washington-bound B&O *Capitol Limited* passing through Gaithersburg, Maryland, on May 1, 1971, and a pair of EM-1 steamers on the ready track at Connellsville, Pennsylvania. The calendar opens up to 11"×17" and sells for $11.00, post-paid. Maryland residents add $.48 sales tax. Order from B&O Railroad Historical Society, Company Store, P.O. Box 24068, Baltimore, MD 21227-0568.

And "bringing up the rear" is Canadian Caboose Press' ***Canadian Railway Scenes 2000 Calendar.*** Featuring a dozen full-color, mostly vintage scenes of Canadian railroading, the calendar includes plenty of steam and early diesel from Canadian National, Canadian Pacific and others. Scenes include a pair of CN's burly "Mountain" class 4-8-2s awaiting assignment in Winnipeg, and CP's *Canadian* running through British Columbia in 1962. The calendar opens up to 11"×17" and sells for $12.95, plus $4.00 shipping. Order from Canadian Caboose Press, Box 844, Skookumchuck, BC, Canada V0B 2E0.

BOOKS

Trackside Around Chicago: 1957-1965, with George G. Speir

By Edward M. DeRouin. Published by Morning Sun Books Inc., 9 Pheasant Lane., Scotch Plains, NJ 07076; 908/755-5454. Hardcover, 128 8½" x 11" pages; $54.95 plus $3.50 shipping. NJ residents add 6% sales tax.

Chicago has to be the greatest railroad town there ever was, and the steam/diesel transition era was probably its most colorful. George Speir was just old enough to catch the last of Chicagoland steam on the Baltimore & Ohio and Nickel Plate, but he literally wallowed in the first generation diesels during the 1957-1965 period covered in this book. There's everything you'd expect from that era included here, from Erie Lackawanna FA's to A-B-B-B-B-A Great Western F-units and an Elgin Joliet & Eastern Alco high-hood switcher, to a Chicago & Eastern Illinois RDC. The locomotives and trains are almost endless in color and variety, and the scenes are interesting, varied and classic Chicago. George Speir is a very proficient photographer, and the well exposed and superbly reproduced full color photos present him at his best.

The book begins with an introduction by Ed DeRouin, who probably knows Chicago as well as anybody in the business, and he ties George's images together with intelligent and accurate captions. There are maps of greater Chicago and the downtown area in detail, as well as a general overview of Chicago railroading. The photo chapters are laid out in alphabetical order by railroad — totalling no less than 38 individual companies, including such exotics as the Indian Hill & Iron Range and the Aurora, Elgin & Fox River Electric.

The subject matter is mostly first-generation diesels in action and roster views in familiar Chicago locations. He's got all the "classic" shots covered. George was roaming Chicago just a few years before I hit the scene, but we covered a lot of the same material — and he has a lot of shots that I never got! I never met him, but from the photos in the introduction, I recognize him from many photo lines, as we were side-by side on numerous occasions (like the Grand Trunk Western 4-8-4 6322 and 6323 fantrips departing Dearborn Station).

The book is nicely laid out, and the pages are spotted with timetable art and other appropriate memorabilia — I was particularly taken by the aqua-blue CB&Q ticket folder that I used to get by the dozen, but never thought to save. Having discovered Chicago in this same era, I'll never forget the thrill of exploration in this incredible hub of railroading. If you never experienced Chicago under similar circumstances, this book comes as close as anything you'll find. There will never be anything again like Chicago in the late 1950s and early 1960s, when the Nickel Plate yielded Berks and Bluebirds, and the Wabash *Bluebird* got E-units and PA's (okay, okay, so the photos show them on the more conveniently scheduled *Banner Blue*). The Pennsy was running Tuscan E-units and hosting Atlantic Coast Line E6s on the *South Wind*, and the New York Central was still dispatching lightning stripes. You could find BL2s on the Monon and Rock Island, and RS1s doing passenger terminal duties on the Chicago & Western Indiana and the Santa Fe. The 1965 cutoff is just late enough to include such early second generation treasures as fresh CB&Q, CGW and Soo Line GP30s, and the Soo "Dolly Sister" Alco DL640s. And Chicago still had more than its share of interurbans at that time, and the book includes South Shore,

North Shore, CA&E and CTA electric freight action, as well as the passenger services.

I found this to be a truly entertaining book. So instead of contemplating the dreary outlook for the millennium the next time you see black Norfolk Southern units where the Wabash banner once flew, or CSX super cabs where there were centercab Baldwins on the EJ&E, open up this book and enjoy a time when Chicagoland really did look this good. — *JIM BOYD*

Santa Fe — All the Way, Volume 1: 1940s-1966
By Bill Marvel. Published by Morning Sun Books Inc., 9 Pheasant Lane., Scotch Plains, NJ 07076; 908/755-5454. Hardcover, 128 8½" x 11" pages; $49.95 plus $3.50 shipping. NJ residents add 6% sales tax.

Once one of the most famous and popular railroads in the world, the legendary Atchison, Topeka & Santa Fe Railway, has disappeared into the modern world of mega-mergers. Nevertheless, the railroad still has thousands of fans and modelers who remember "the good old days" when the Sante Fe ran crack trains like *The Super Chief, El Capitan* and *The Grand Canyon* from Chicago to the west, offering the utmost in style. Whether freight or passenger, ever since the Santa Fe established the first unbroken rail line from California to Chicago, it symbolized railroading at its best. Morning Sun's new publication, *Santa Fe — All the Way*, is a pictorial of the railroad covering the period from the 1940s on to 1966, and is filled with color photos of a wide variety of locomotives and other types of equipment used during that period.

The book begins with a brief history and introduction to the railroad, followed by a map of the entire Santa Fe system, showing division headquarters, maintenance shops, and other major facilities along the route. From there on, the photos are in chronological order starting in the 1940s. At the beginning of each year's photos, there is a small section called "Santa Fe Timeline" that gives information about important events on the Santa Fe, such as motive power and schedule changes, and revenue for the year. However, as in other Morning Sun books, the real story is told through the pictures and captions. The photo coverage begins in the late 1940s with shots of some of the steam action on the Santa Fe. These pictures include a mix of both action views and traditional roster shots that, in some cases, show the Santa Fe engine servicing facilities as well. The book goes on from there until 1966, showing many types of motive power used on the Santa Fe. Some of the different locomotives shown include passenger, freight, and streamlined steam engines, E-units, F-units, EMC-Pullman motorcars, Fairbanks Morse C-Liners and transfer switchers, Alco PA's and RS units, Baldwin switchers, GE 44-Tonners and second generation power from EMD and GE. Along with the excellent coverage of locomotives, the book also does a good job of covering the entire Santa Fe system with

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scenes of many important locations.

The pictures are all captioned, and for several of the areas and the more unusual diesels there are small descriptions of the history of the area or the locomotive. A little more in the captions here and there would have been nice, but the descriptions make it easier to follow along in the book. Also, along with photographs of the trackage, there are illustrations of old Santa Fe timetables and advertisements that add color to the book.

Santa Fe — All the Way is an excellent pictorial book of the Santa Fe's operations throughout the era covered. The photographs do a great job of capturing the action along the route and presenting the many different locomotives the railroad used from the 1940s through the 1960s throughout its vast system. — *NICHOLAS D'AMATO*

TRACTION PUBLICATIONS

Building the New Rapid Transit System of New York City, Circa 1915

By Fred Lavis. Published by Xplorer Press, P.O. Box 614, Bellevue, NJ 07019. Hardcover, 73 pages; $17.95 plus $2.00 shipping. NJ residents add 6% sales tax.

Subtitled "An Historic Reprint of the Engineering Accounts in Building the Dual Contract Lines for the City of New York," this is a fascinating look at the building of several elevated and subway lines in New York City. Containing numerous well-reproduced photographs and many engineering diagrams with structural details, the 73-page, perfect-bound book is a wealth of historic information. Adding interest, a number of track diagrams are included, as are engineering drawings of the Brooklyn Rapid Transit System car intended for use on the new lines. Also included are three location maps illustrating the subway and elevated lines of New York City, providing clear detail on the projects explained in the text. — *JOE L. DIAZ*

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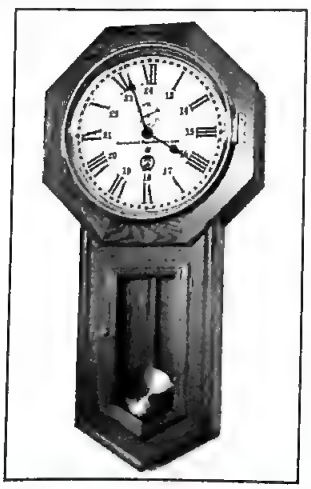

For years I've been looking for an authentic railroad station clock. Not being one to settle, I had no interest in some of the "phony" station clocks that occasionally appear in department stores and mail-order catalogs with their imitation wood cases and battery-powered quartz movements. I was after the real thing — a solid wood case, key-wound movement, swinging pendulum and all. Well, I still have not found an authentic antique railroad station clock for sale, but I have found a wonderful reproduction that I'm proud to hang on my wall. Made by Bradley Woodworks, it is a beautifully crafted, limited-edition reproduction of a Canadian Pacific station clock.

The solid oak case is patterned after a 100-year-old Seth Thomas World Regulator wall clock lent to Bradley Woodsworks by the Canadian Pacific Railway archives. Bradley Woodworks produced a very limited run of 100 reproduction station clocks for the CPR when it celebrated its 100th anniversary 18 years ago, and now the Canadian Pacific has authorized Bradley Woodworking to produce another limited run of CPR clocks featuring the new CPR beaver logo. The quality of the woodwork on the clock is outstanding. All of the joints meet perfectly and the finish is excellent. The oak case measures 32" in overall length and is four-and-a-half inches deep. It features a 16½" wide octagonal frame at the top that surrounds a twelve-inch diameter, light-beige face. The lower portion of the case, which houses the pendulum, is ten inches wide and 16" long. It has a glass window that shows off the pendulum movement.

The 24-hour clock face sports large black Roman numerals and smaller, corresponding Arabic numbers 13 through 24. It also has the words "Canadian Pacific Railway" and the Canadian Pacific beaver shield logo neatly printed below the center of the dial. Above the center of the dial is a small secondhand with the time marked off in ten-second increments. The rim around the glass face and all of the trim hardware is made of solid brass.

A German-made, eight-day, spring-wound movement powers the clock hands. The only assembly that is required is to attach the pendulum to the clock movement. A simple sheet of instructions comes with the clock and covers this step, as well as adjusting the clock so that it keeps the correct time. On the bottom of the pendulum there is a small brass nut that can be screwed either up or down to adjust the speed of the pendulum, which in turn adjusts the speed of the clock. My clock required very little adjustment and once set up, all that it needs is to be wound weekly with the key that comes with it.

This is a beautifully made clock that should provide years of service and, while it could easily be the perfect finishing touch for a railroad room or den, it is also attractive enough to be hung in any living room. Each limited-edition, numbered clock comes with a certificate of authenticity and is carefully packed and shipped directly from the manufacturer. It includes a five-year warranty. Bradley Woodworks has also announced plans to produce reproductions of other railroads' station clocks, including the Santa Fe, Southern Pacific and Nickel Plate, as well as a Seth Thomas No.2, in the future. — *CHRIS D'AMATO*

We'd Like You To Meet

Introducing a new contributor

Keel Middleton

My enthusiasm for trains began at an early age. My dad was an engineer for the Santa Fe at Wellington, Kasas, for over 40 years, and I used to get to ride on his lap on the switch jobs. Many other relatives worked for the railroad as well. My dad's brother was a switchman/ conductor at Wellington, my mother's brother was a conductor at Wellington and her brother-in-law was a switchman — all serving nearly 40 years for the Santa Fe.

When I married my wife, Anna, in 1980, she already knew about railroad life. Her grandfather was a carman for the Santa Fe and his two sons were both conductors. Besides all the railroaders in the family, many neighbors on the block where I grew up also worked for the Santa Fe.

With many of my dad's friends being railroaders and hearing all the railroad stories, I naturally wanted to be a railroader. I hired out with the Santa Fe as a brakeman/switchman at Wellington in April 1977 — less than a year out of high school — and have been there ever since. I was promoted to conductor in October 1981. In 1990, I took the promotion to engineer at Cerritos, California, at the joint ATSF/SP training center. I now work as an engineer when my seniority allows me to. I am also qualified as a yardmaster for BNSF and have been involved with Operation Lifesaver for five years.

I got into photography at age ten when my folks bought me a Kodak Instamatic 104 for my birthday. I soon took over my dad's 35mm camera, and the rest is history. I was often ridiculed for carrying a camera to work on the railroad with me. Many of those who poked fun at me for doing it asked for photos later on, however. Since I have had many photos published in magazines and on calendars, I would say that my persistence for carrying a camera has paid off. My dad also got me started into model railroading, though working for the railroad doesn't leave much time for model railroading, so my modest layout suffers collecting dust. Someday, I hope to return to work on it.

I have lived in Wellington all my life. Anna and I have two boys, Thane, age 16, and Todd, age 13. We also have a multitude of pets living with us. While my family doesn't have the same enthusiasm for railfanning that I have, they do allow me to include it in our vacations. The boys will even come home now and then and tell me about some odd engine or car that they saw. Both liked to go on "train chases" in the past when we would drive fast to catch up to a train. Now, Thane is driving me on train

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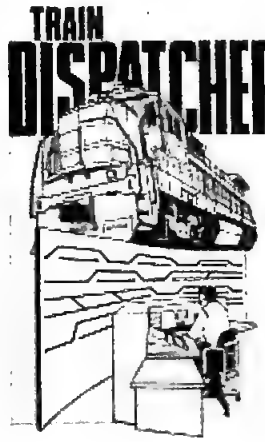

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Relief for Kosovo

by Andy Flowers

PHOTOGRAPHY: ANDY FLOWERS

THE "TRAIN FOR LIFE", a special relief train carrying supplies from Britain and Germany to Kosovo, may have been the most unusual use of all time of British locomotives. It was organized by "Train of Events," a group of serving and ex-Railwaymen, headed by Neil Howard and John Morris. The train itself was the longest one ever run from Britain, and as such will be recorded in the Guinness Book of Records.

Although the train generated huge interest among the enthusiast fraternity, both in Britain and on the continent, its main purpose was to deliver supplies to Kosovo. It also delivered three locos for use in the UN/K-FOR emergency operation (the locos being hired for use by the United Nations and doubled the number of locos available in the province).

The stated aim of UN/K-FOR was to deliver material so that every household in Kosovo will have at least one habitable room throughout the winter. A rail operation requiring the movement of 800,000 tonnes of material has to be completed by the end of December, involving 14 trains a day, each and every day. The three British class 20s (1000 h.p. single-cab diesel-electric freight locos of 1957 vintage) are now forming the main motive power requirements for this operation.

The train itself consisted of locos 20901, 20902 and 20903, loaned by Direct Rail Services (the Rail Division of British Nuclear Fuels Limited), six 50 tonne bogie vans from GE Capital Rail and nine more 50 ton wagons full of aid collected by British Services Families in Germany.

The German bogie wagons, together with the passenger coaches (a DB Couchette, Hungarian Restaurant Car with Hungarian crew and Support Coach) were all attached at Aachen, Germany.

The train locos were dragged through the Channel Tunnel on Thursday the 16th of September under the auspices of English Welsh and Scottish Railways (the major rail freight provider in Britain and a member of the Wisconsin Central consortium) with the British wagon loads of aid material following on the Saturday. The British and German portions of the train, together with the class 20s, were assembled in the yard at Aachen before being dragged by loco 140 629, a DB Electric Bo-Bo freight loco, through Germany via Berlin and Dresden.

At Decin, just over the border into the Czech Republic, the real highlight of the journey for many began as the three class 20s were fired up and worked the train forward through to Budapest, save for a short period piloted by a Skoda Electric from Prague.

The Class 20s were then dragged by various forms of native motive power through Bulgaria, Romania and Greece before taking over the train again through Macedonia and into Kosovo. A delay of 36 hours took place in Macedonia as the railway authorities demanded £5000 to release the train (all other involved railway authorities had granted track access free). During the worrying delay local rail staff, hostile to NATO, also threatened the staff on board the train. The problem was eventually resolved without payment and the train released for its final leg of the epic journey into Kosovo.

On arrival at Kosovo Polje a press event was given before the serious work of crew training on the locos and distribution of the 15 wagonloads of aid began.

The Italian Railway Authorities, who are in charge of rail operations in Kosovo, took well to their new, and very unfamiliar, locos.

At the time of writing the Class 20s are performing well in their new humanitarian role and it is hoped to use them on a railtour when they return to Britain early next year.

***THE KOSOVO "TRAIN OF LIFE"** sits in Budapest, Hungary, on the night of September 21, 1999, behind British Class 20 diesels 20901, 20902 and 20903 (**top**). Two days earlier German Bo-Bo electric 140 629 was in charge of the train at Lichtenberg (Berlin), towing the British engines (**above**).*

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THOMAS KELLY

Operation Lifesaver in New Orleans

by Bill Lang & Thomas Kelly

***UNION PACIFIC** and the New Orleans Public Belt operated an Operation Lifesaver train in New Orleans on November 5, 1999. E9A 951 and E9B 963 are crossing the Huey P. Long Bridge, viewed from the cab of trailing unit E9A 949 (**above**). The 951 and 963 pass East Bridge Tower in Harahan, Louisiana (**below**). NOPB MP2000D 2001 joined the consist for the run along the New Orleans Riverfront (**left**).*

IN A GRAND EVENT for grade crossing safety, hundreds of Louisiana school children, French Quarter tourists and, of course, a few lucky railfans, some rail history was made on November 5, 1999. The New Orleans Public Belt Railroad and Louisiana Operation Lifesaver, in conjunction with the Union Pacific Railroad ran an Operation Lifesaver Train for nearly the entire day. The event began early Friday morning when hundreds of school children and teachers boarded the UP train (E9A 949, *Cheyenne, City of Los Angeles, City of San Francisco, Colorado Eagle, Portland Rose, Katy Flyer, City of Salina, Sunshine Special, Little Rock, Pony Express,* power car 205, E9B 963 and E9A 951) at UP's Avondale Yard and crossed over the Huey P. Long Bridge to East Bridge Junction and returned to Avondale. Meanwhile press and invited guests of the NOPB, Louisiana Highway Safety Commission and local law enforcement agencies boarded buses at River Riverfront Mall and into the French Quarter to Esplanade Avenue and reversed back to River View Park to complete the trip for passengers. The mid-afternoon trip through the Quarter was in perfect weather with several television crews on board for full media coverage.

BELOW and BOTTOM: BILL LANG

View Park (next to the Audubon Zoo) and rode to Avondale.

The second trip over the Huey P. Long Bridge continued through East Bridge Junction on NOPB tracks to NOPB's engine terminal where NOPB MP2000D 2001, the *Belle Rouge,* joined the train. The entire train of eleven cars and four engines proceeded on NOPB's riverfront tracks past

While UP's business train has been over the Huey P. Long Bridge several times in recent years, NOPB's General Manager, Jerry Hutchison noted, "for the first time since Public Belt began operations in 1908, the Public Belt operated a Union Pacific excursion train along the New Orleans Riverfront as part of a statewide campaign for Operation Lifesaver." Again, a grand event for public safety that all participants should be proud of, and some rail history for New Orleans.

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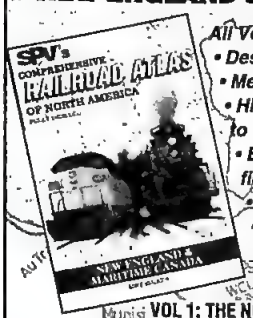

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Early start for Salt

THE TORNADO that hit downtown Salt Lake City in early August may delay things a little bit, but it appears that TRAX, the city's light rail line, may open before the end of 1999. The original target date for revenue operation was March 2000. The new TRAX line runs approximately 15 miles from downtown Salt Lake City south to Sandy. Passengers will gain access to the LRT service through 16 stations.

Early completion of TRAX focused work on the electrical system in the downtown area. Unfortunately, it was the downtown area that was most heavily struck by the August tornado. All 23 of TRAX light rail vehicles are on the property and are stored at the Lovendahl maintenance facility at 6960 South 590 West.

The north-south light rail line to Sandy is to be joined eventually by an east-west service. Preliminary engineering has been carried out on an LRT extension from the Salt Lake International Airport on the west to the University of Utah on the east. The airport, the university and downtown are the top three major trip generators in Salt Lake County. If the east-west line is built, it will join the north-south line at 400 South and Main Streets and at the Delta Center at 400 West.

Scott C. Hogensen writes that the east-west extension faces opposition from citizens, including political campaign-type yard signs. Part of this is the fact that construction of the extension would dig up an automobile traffic corridor in the city. Mr. Hogensen notes that driving in Salt Lake City is not pleasant right now because of the massive reconstruction of I-15 and most of the rest of Salt Lake City's major roads. He also notes that the east-west extension funding was battered and killed by a congressional subcommittee. That does not mean the project will not be built, because log-rolling and compromise are very likely in the halls of Congress. Many thanks to Scott for the information.

South Jersey line car order

The Southern New Jersey Light Rail Group, which is headed by Bechtel and Adtranz, will be constructing the new light rail line between Camden and Trenton, New Jersey. Moving ahead was not simple. The Federal Railroad Administration had to give its blessing to operate both freight and passenger trains on the erstwhile Conrail line that will be purchased by the light rail project for $67.5 million. The agreement winning approval allows freight trains to use the line between 10:00 p.m. and 6:00 a.m., with the passenger trains operating during the other hours.

Twenty low-floor rail cars for the Camden-Trenton light rail line were ordered from Adtranz Switzerland and Stadler Fahrzeug AG in June 1999. The new cars will be diesel powered and very similar in appearance and dimensions to regular, electrically-powered light rail vehicles. Thanks to Carl Edd for the news.

Pittsburgh news

Major transportation construction projects will soon be coming along in Pittsburgh. The East Busway project is expected to begin throwing dirt any day now. In midsummer, the Port Authority of Allegheny County, the agency that operates transit service in Pittsburgh, applied for federal and local funds to write the draft environmental impact study for the proposed North Shore Transit Connector. The connector's aim is to link downtown Pittsburgh with major developments on the north side of the Allegheny River. These include expansion of the convention center, the Andy Warhol Museum, the Carnegie Science Center and new stadiums for both the Pittsburgh Pirates and the Steelers. Two possible routes are being considered. One would run between the north shore of the Allegheny River through an underwater tunnel, entering downtown Pittsburgh near the Gateway Center. Another option is to branch off from the current LRT subway line at the Steel Plaza station. There would be a new station at the David L. Lawrence Convention Center and the LRT would then cross the river on a new bridge parallel to the old Fort Wayne railroad bridge. This line would also serve the new sports complexes. The service from the Golden Triangle to the north side of the Allegheny will be provided by light rail. Maglev and other technologies were proposed, but light rail won out. Many thanks to Jim Cerny and Richard George for the information from the Steel City.

Washington looks to the future

Politicians, some citizens, and others greeted with enthusiasm a proposal to build a seven-station, $900 million extension of Washington Metrorail to the Tysons Corner area. The proposed extension would be a 7.5-mile branch of the Orange Line. In one proposal it would include a one-way elevated loop that would serve Tysons Corner Center and Tysons Two, and would put northern Virginia's "virtual downtown" only a 30-minute train ride from the downtown Washington area. The proposed Metrorail link would also be crucial to a planned bus system that would run from Tysons Corner to Dulles International Airport and then west into Louden County, Virginia. In the 1970s, the Tysons Corner area of northern Virginia exploded into what author Joel Garreau has called an

PLEASE SEND any light rail, transit and commuter rail news items or correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

by GEORGE M. SMERK

Lake City light rail

Edge City. Tysons Corner is 1500 acres of office buildings, shopping centers and other activities that are subject to substantial traffic jams and severe mobility difficulties at certain times. The Washington metro area usually ranks with Miami and Los Angeles as the top three most congested areas in the U.S. Thanks to Sidney W. Earle, Jr., for the information.

Caltrain station renovations

Caltrain, which operates the commuter rail service from San Francisco to San Jose and Gilroy, celebrated the opening of its renovated San Francisco station just before Christmas 1998. Prior to renovations, the station was very much 1970s plain vanilla architecture. Among other changes, it had to be made accessible to the disabled. The project involved remodeling the ticket office, creating a new waiting room, new rest rooms, revamping the concession area and installing a larger area to serve bicycles. The new concourse at the end of the commuter rail tracks is 20 feet wider than the old one. Improved lighting and the use of stainless steel and much glass gives a light-and-airy feeling to the station, making it brighter and more inviting. For accessibility sake, the Caltrain station will have talking signs to help blind individuals hear important information. Part of the project was also to provide a much easier connection with the MUNI Metro station across King Street that opened about a year before completion of the renovation.

At the other end of the line, the historic Gilroy CalTrain station underwent a major renovation. The $1 million city-sponsored renovation brought the Italian Renaissance style depot back to its full glory. It included a seismic retrofit for the red-tile roof and upgrading of the waiting room, rest rooms and ticket office and improvements to the station exterior. CalTrain is also moving ahead with rehabilitation of 19 bridges, improvements in the structure and track work at the San Francisco station, construction of a new station at Hayward Park, rehabilitation of trackage in two tunnels and track and platform work at the stations in San Mateo, Redwood City, Menlo Park and Mountainview. Thanks to Janet McGovern for the news.

Another Penn Station

The great Pennsylvania Station in New York City was dismantled beginning October 28, 1963, in an act of architectural vandalism that has scarcely been equaled anywhere else in the United States or the world. The jammed underground remnant of Penn Station is heavily used by Amtrak and by floods of Long Island Rail Road and NJ Transit commuters.

But improvements are on the way. On May 19, 1999, President Clinton conducted a ceremony in the mail sorting room of the James A. Farley building — which is also known as the General Post Office — in New York City. A portion of the Post Office, designed by the architects of the old Penn Station, will be converted into a new, adjacent railway station west of the present rump of the original Pennsylvania Station.

The ceremony included Senator Daniel Patrick Moynihan and Governor George Pataki. Senator Moynihan had the vision of converting the Post Office into a railroad station. The new station is expected to help relieve the serious overcrowding that faces commuters using the present Pennsylvania Station, which is nothing more than a set of corridors and ticket offices squeezed beneath Penn Plaza and Madison Square Garden. Many thanks to the New York Division, Electric Railroaders Association, Inc., P.O. Box 3001, New York, NY, 10008.

California flashes

In the **SAN FRANCISCO** area, the nine-mile and four-station extension of the Bay Area Rapid Transit District's line to the San Francisco International Airport has been under construction since the end of 1998. The new main line will push south from the present-day Colma terminal with a multimodal interchange at Millbrae; more than a mile of line will run east and west on an elevated wye track to serve the airport. Most of the extension will be underground, including service in San Bruno and South San Francisco. The new station at the airport will be an elevated structure and it will be linked to the departure level of the international terminal now being built. The station at Millbrae is designed to enable easy cross-platform transfer to and from the Caltrain commuter service between San Francisco, San Jose and Gilroy. The Millbrae station will be built at grade. Ridership on the extension is projected to reach nearly 70,000 passenger trips a day by the year 2010. Some 20,000 will be made to the airport. BART trains will run between San Francisco and the airport every 15 or 20 minutes. Journey time from the airport to central San Francisco will be approximately 30 minutes.

The **LOS ANGELES** Metrolink commuter rail service has steadily gained ridership over the half dozen years of its existence. Now the management is looking ahead to the year 2004 as part of a five-year growth plan. Some of the proposals for work include the line via Fullerton from downtown Riverside to Los Angeles. The extension of the San Bernardino line toward Redlands would also get underway, as well as adding additional track at several key points. More passenger cars and locomotives would also be purchased to allow expansion of service.

Stations along Metrolink to be upgraded and improved include Northridge, Camarillo, Glendale, Sylmar/San Fernando, Vincent Grade, Acton, Newhall, Sun Valley, Montclair, Covina, Tustin and Laguna Niguel/Mission Viejo, the latter to relieve pressure on the Irvine station. The downtown Pomona station is ready to serve passengers early in 2000. Many thanks to John Allen Lee for the news.

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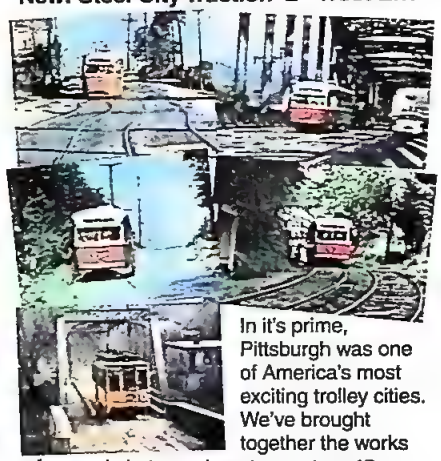

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Railfanning in the 20th Century

WELL, I SOLVED my Y2K situation. I'm now using the Hebrew calendar. Happy 5760! And my new computer is guaranteed to be Y6K compliant.

Though I began taking train pictures in the early 1950s with a snapshot camera, it was the early 1960s when I really began to become a "railfan" as we know the term today. I learned black & white photography and began to develop a network of other railfans to help seek out subjects that were not to be found in my hometown. I had just missed the "real" steam era, but nearby Chicago was a wonderland of such things as Baltimore & Ohio E6s and Santa Fe PA's.

An ad in *Trains* in 1957 turned me on to my very first steam fantrip (a B&OCT circle trip with B&O 2-8-2 No.315), and I was able to begin filling the steam void that dieselization had created in my life. I knew the names Morgan and Hastings and Steinheimer and met J. Parker Lamb and chased Illinois Central and Toledo, Peoria & Western diesels with him. Mike Schafer (future editor of *Passenger Train Journal*) was still in high school when we began train chasing in Chicago and elsewhere in the Midwest. We were typical railfans of the time.

By the mid-1960s, thanks to publicity and encouragement by *Trains* and RAILROAD, the railway historical societies had begun to grow rapidly, mostly in an effort to document and preserve the lore and hardware of the steam era. Those groups which held monthly meetings became great gathering places where information and photo efforts could be compared and explored in a social setting. Many of these groups had excellent newsletters, and specialty magazines began to spring up, like *Extra 2200 South* for the diesel "rivet counters" and *Passenger Train Journal*. Railfan photographers were now becoming part of a large community that was developing intricate lines of communication and reserves of technical data.

On the book and magazine side of the hobby, however, black & white was still the dominant medium of exchange. Color was much too expensive for anything more than a front cover, and while I was shooting color for sharing at slide shows, it was long hours of "swamping" in the darkroom that got my first photos published in *Trains* and RAILROAD MODEL CRAFTSMAN. The railroad world was, for all practical purposes, still black & white.

In the mid-1970s, world travelers Victor Hand and Harold Edmonson did a beautiful all-color book on world steam, but its non-American subject matter resulted in it making a minimal impact on the domestic railfan population. The first "real" railfan color book was Don Ball's *America's Colorful Railroads* of 1978, published by Reed Books. Here were the late steam and first-generation diesel images that we'd seen in slide shows put into print in full color for the first time. It was an immediate success and was followed in 1980 with *America's Railroads: The Second Generation*. The era of the "color book" had begun.

It was computerized scanners that were bringing the cost of color photography within the reach of mere mortal publishers. The phenomenon began in Japan and Hong Kong, where cheap labor and high-tech scanners brought the cost of color separations for printing down to realistic

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levels, and it didn't take long before the color slide became the most valuable format for railfan photography — and those photographers who had stumbled into them in the 1930s and 1940s were immediately elevated to heroic status.

In the 1980s scanners swept into the U.S., and color use quickly expanded. Regional publications like *CTC Board*, *PacificNews* and *Railpace* explored the range of photography that the readily available 35mm camera systems permitted. *CTC Board* pressed creative "Western" photography, while *Railpace* simply sought to preserve every sunny day that happened to occur in the gloomy Northeast. Mainstream magazines like *Trains* and R&R greatly expanded their use of color, and soon publishers like Morning Sun Books and Four Ways West were cranking out the "$50 slide shows" in a 128-page, all-color format. These permitted thousands of vintage images to be preserved forever in "hard copy" form before the early color transparencies deteriorated into age-induced red oblivion or the photographers went on to that great Trackside in the Sky.

Being in the publishing business, I tend to look at railfan photography in terms of magazines and books. While this is not the only area of railfan endeavor, it is a very important aspect of the hobby. Trains are much too big to take home as pets, and modeling is subject to way too much personal "interpretation" to be effective historic documentation. Photography is the railfan's natural tool, and publishing is the ultimate railfan market place for the work.

Railfan photography started out as historic documentation. "Save it for posterity," was the mournful cry as coal smoke disappeared beyond time's horizon. Rivet counters and roster shooters joined forces with the context and action photographers to record the passing rail scene — "Posterity" was gonna have his hands full sorting out all the sheer mountain of stuff that was being saved for him! Meanwhile, the "creative" side began to come on strong, with more artistic imagery made possible by vastly improved cameras, films and modern lenses. Sometimes "creative" simply became the excuse for one more glint-lighted 300mm tele shot of an unidentifiable silhouette strung out on an S-curve, preferably somewhere west of Kansas. But some genuinely interesting work was surfacing and finding its way into print.

Railfans are by nature conservative and comfortable with clear and recognizable images. The trains are usually more important to the viewer than the photographic technique, so even creative work often faces a pretty provincial audience. Today's magazines and books, and even the internet, are now constantly "pushing the envelope" of railfan photography, and the entire enterprise is the healthiest that it has ever been.

The 21st Century will not begin with radical new technology in either railroading or photography. Super cabs and double stackers would be recognizable to a conductor from 1910 as just a somewhat improved "train," and Lucius Beebe's smoking wedges and Bob Foster's perfect three-quarter roster shots are still practiced today on everything from GP38s to SD90MAC's. The average railfan still knows enough about basic photography to handle a Speed Graphic as well as a Nikon.

The digital revolution will have a major impact on railfan photography in the next few decades, just as color slides made black & white glossies obsolete and video cameras replaced Super 8mm and even 16mm movie film. We aren't quite there yet with digital photography, but it's definitely on the horizon, and will open up many new realms to explore. Meanwhile, books, magazines and, now, websites will become the permanent repositories of the rail history recorded by amateur photographers, most of whom are doing it just for fun.

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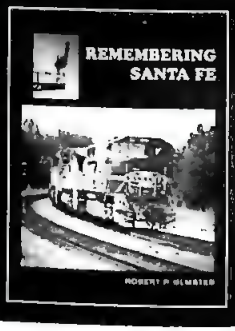

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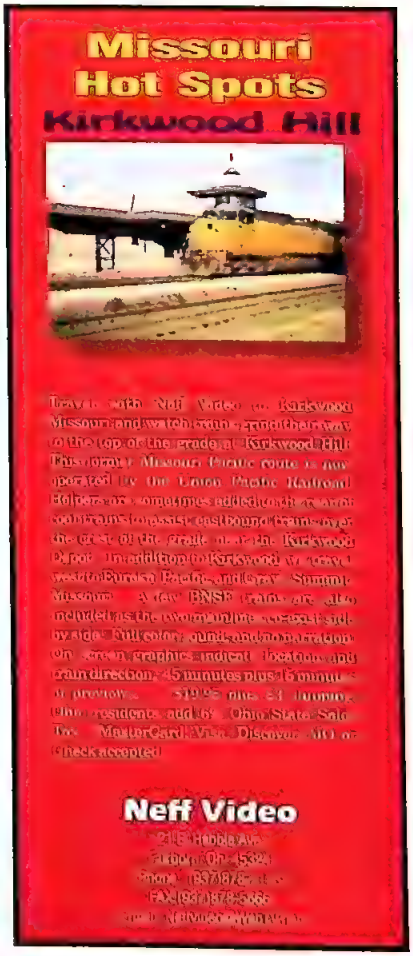

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Editorial commentary

Rochelle's "model board" goes home

LLOYD RINEHART

THE ROCHELLE TOWER *model board returned to the Rochelle Railroad Park on November 14, 1999. Gift shop proprietor Anthony Miranda posed with Jim Boyd as a westbound hammered past on the former C&NW. The distant silver relay cabinet marks the location of the former tower.*

IN DECEMBER 1965, the Chicago & North Western replaced the interlocking tower at Rochelle, Illinois, with an automated plant that lives in a shiny tin relay cabinet. Rochelle is 75 miles west of Chicago, and is where the double-track C&NW main line to Omaha crosses the Chicago, Burlington & Quincy's single-track Twin Cities line — it's

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When the tower was being torn down, a good friend of mine, signal maintainer Carl Roorda, was on the project crew and got permission to save the tower's track diagram "model board" from the trash heap. Much to my surprise, he delivered it to me at one of Don Goshert's HO model railroad operating sessions. The 2×4×1-foot box just fit into the back seat of my car, and I've displayed it in my home ever since.

A couple of years ago the City of Rochelle created a "railroad park" with a big parking lot, a shelter pavilion and an elevated viewing area where people could watch the action on what is now the incredibly busy UP and BNSF lines. A small building on the property was turned into a gift shop and restroom facility that is now operated by Anthony and Linn Miranda.

On Sunday, November 14, 1999, I delivered the track diagram board to Anthony for permanent display in the gift shop. It is now mounted on the south wall of the shop, in the same orientation that it had when in the tower. The tower was west of the diamonds, and the park is east of the diamonds (for a photo story on Rochelle and a more detailed description of the model board, see the December 1993 R&R). After 34 years, it is great to have the Rochelle board "back home" where it belongs. — *JIM BOYD*

1999: The Year In Railroading

While trying to come up with an interesting way to send off the 1990s (but, of course, *not* the 20th Century — see FANMAIL), Steve and I kept thinking back to the terrific response we received to the call for entries for the

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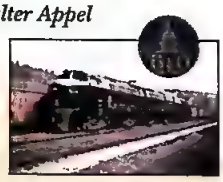

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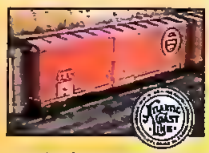

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Conrail's Final Days PHOTO LINE and came up with an idea for another "theme" PHOTO LINE: 1999. We're envisioning it as sort of "the year in railroading, as viewed through the cameras of R&R readers." Just send us your best shots from 1999. The only restriction on material is that all entries must have been shot between January 1, 1999, and December 31, 1999. That's it. Otherwise it's open subject — scenic, newsworthy, whatever you think best represented railroading in 1999. We'll run the chosen shots in PHOTO LINE in the May 2000 issue. All entries must be received January 15, 2000, and there is a limit of ten photographs per contributor. We look forward to viewing your work. This should make for an interesting look at the industry as it *approaches* the 21st Century.

Score One for Amtrak

In between deadlines, I had the opportunity recently to take an Amtrak jaunt that included the *Silver Palm*, *Sunset Limited*, *City of New Orleans* and *Three Rivers*. Except for tardiness on the *Three Rivers* (whose performance troubles on Norfolk Southern since the Conrail merger have been well-documented), Amtrak scored consistently high marks for service. It may well have been the best Amtrak trip I've had.

Seasons Greetings

All of us at RAILFAN & RAILROAD would like to wish all of our readers happy holidays and a safe and healthy new year. We'll see you trackside in 2000!

George

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Final Frame

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Back in black: Former Conrail GP38-2 No.8117, seen working in West Carrollton, Ohio, on September 14, 1999, seems to be attempting to turn itself back into the black paint scheme of its original owner, Penn Central, before new owner Norfolk Southern can get to the task.

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by A.J. Wolff

224 pages • 500-plus color and black-and-white photos • Map • Hardcover with dust jacket

Mention the name Sherman Hill to railroad enthusiasts and images of Union Pacific's mammoth steam locomotives, colorful Armour yellow streamliners, and lonely wind-swept landscapes come to mind. This photographic journey not only highlights the diesel and turbine power that operated over Sherman Hill since 1960, but also showcases the desolate beauty of this area.

Price: $48.00 plus $5.00 s&h.

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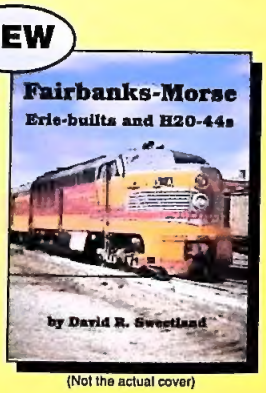

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During the development of the 1,000-horsepower switcher, FM officials knew that the company would have to produce a road cab unit if it were going to make it in the locomotive business. FM engineers designed a road locomotive around a carbody styled by industrial designer Raymond Loewy. Since FM did not have the shop capacity to build a large locomotive itself, it contracted that work to General Electric, which produced the units at its Erie, Pa., plant, hence the name "Erie-built." With a 1,000-horsepower switcher and a 2,000-horsepower road cab unit, FM wanted to enter the road-switcher market. During 1946, the company's engineering team designed a 2,000-horsepower end-cab unit for its first road switcher, named the Heavy Duty unit. Few railroads saw the H20-44's potential – moving tonnage at a higher speed than could a typical 1,500- and 1,600-horsepower four-axle road switcher of the era. Also available: *Train Master-The Most Useful Locomotive Ever Built* **$29.95** and *C-Liners-FM's Consolidation Line of Locomotives* **$22.95**, add $3.50 s&h each.

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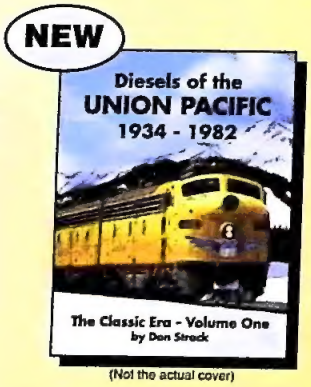

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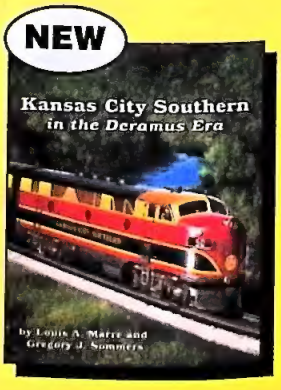

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